BY ORDER OF THE COMMANDER
FAIRCHILD AFB

FAIRCHILD AFB INSTRUCTION 10-101

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Flying Operations

ALERT PLANNING FACTORS AND PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction provides unit alert planning factors and operating procedures necessary to conduct alert operations safely and efficiently. It implements AMCI 10-450 procedures and applies to all persons and organizations that perform alert duty or provide support to Fairchild's Alert Force. This instruction will be used as a guide when giving the alert orientation briefing to crewmembers.

Chapter 1

ADMINISTRATION

1.1. Concept. This instruction provides guidance in adapting USSTRATCOM alert procedures to local conditions to ensure alert aircraft and crews are in a constant state of readiness and capable of immediate response. This instruction is based upon several assumptions outlined in the classified section of Fairchild Support Plan to 8044-FY.

1.2. Explanation of Terms.

1.2.1. Alert Force. Alert aircrews, SIOP configured aircraft, and assigned crew chiefs.

1.2.2. Alert Crew Checklists. Checklists and instructions published in applicable flight manuals for alert operations.

1.2.3. Alert Routes. Designated routes in this instruction used by the alert force for day-to-day travel and when responding to alert notification (**Attachment 4**).

1.2.4. Alert Vehicles. Fast ride vehicles assigned to the alert force for transportation during their alert tour.

1.2.5. CMF. Combat mission folders.

1.2.6. "Cocked" Aircraft. A SIOP configured aircraft that has been preflighted and declared "cocked" by an alert crew, and one in which all required alert crew checklist items have been accomplished for that type aircraft.

1.2.7. Dispersal Force Commander (DFC). Acting commander of dispersal force when deployed to dispersal base (see paragraph **12.6.**), also responsible for the control of all TDY personnel deployed to the dispersal base.

1.2.8. Launch Able Aircraft. A previously "cocked" aircraft capable of meeting alert launch timing but in an intermediate condition between "cocked" and "uncocked" while undergoing maintenance or refueling.

1.2.9. SIOP. Single Integrated Operational Plan.

1.2.10. SIOP Configured Aircraft. An operationally ready aircraft, which has been serviced, configured, and completely preflighted for SIOP alert.

1.2.11. "Uncocked" Aircraft. A previously "cocked" aircraft that is subsequently relieved from alert sortie line coverage by a scheduled replacement or cannot be launched as an alert sortie because of maintenance or operational reasons.

1.3. References for Alert Force Operations.

AFI 31-101 Vol 1 & Vol 2	Fairchild Support Plan 8044-FY (S)
AMCI 10-450 Vol 2 (S), & Vol 3 (S), Vol 4	ARW PLAN 207 (C)
AMCI 10-202 Vol 5 (S)	OPLAN 501-XX
ACCI 10-450 Vol 2 (S), Vol 4 (S), Vol 5 (S)	MCI 11-235 Vol 24 (S)

AFI 31-101 Vol 1 & Vol 2
EAP-STRAT Vol 5 (S)
USSTRATCOM 512-1, 512-2 (S)
Fairchild Support Plan 8044-FY (S)
FAFBI 31-101
Fairchild Support Plan 8044-FY (S)

Chapter 2

PERSONNEL

2.1. Key Staff Support Personnel.

2.1.1. The Wing Commander (WG/CC) is the alert force commander. The alert force commander is responsible for the proper operation and capability of the alert force.

2.1.1.1. The alert force commander delegates operational authority to the Operations Group Commander (OG/CC) and the Logistics Group Commander (LG/CC) for their respective alert force area of interest.

2.1.2. The air refueling squadron commander(s) will furnish SIOP ready crews for alert force duties.

2.1.3. The 92 ARW/XP will furnish all essential material to the SIOP materials planning officer IAW AMCI 10-450, Vol 5, and for subsequent issue with other Combat Mission Folder (CMF) material to alert crews.

2.1.4. The 92 ARW/XPOT is responsible for:

2.1.4.1. Training the alert force managers and alert force controllers.

2.1.4.2. Monitoring the alert force controllers OJT program.

2.1.5. The alert force manager, appointed by the 92 OG/CC, is responsible for management of the alert facilities, supervising alert force operations, and coordinating activities in support of the alert force.

2.1.5.1. The alert force manager acts as wing liaison with unit operations and support functions on all matters pertaining to the operation of the alert force. Authorization is granted to coordinate directly with the interested unit/agency having a responsibility in support of the alert force.

2.1.6. The assistant alert force manager, appointed by 92 OG/CC, will act for/and in place of the alert force manager on all matters pertaining to the operation of the designated alert facility during alert generations.

2.1.6.1. The XPOT boom operator will act as the assistant alert force manager during wing generations, until the OG/CC appoints one.

2.1.7. Command Post consists of both OMC (Operations Management Center) and MACC (Maintenance Aircraft Coordination Center) which are the coordinating agencies for both operations and maintenance respectively. OMC and MACC are collocated at the Command Post.

2.1.7.1. The OMC is responsible for execution of the alert force, and training local aircrews in Command Control and SIOP reporting procedures.

2.1.7.2. The MACC is the coordinating agency on all matters concerning maintenance of alert aircraft.

2.1.8. The 92 OSS/IN (Intel) is responsible for issuing and receiving CMF material.

2.1.9. The 92 OSS/OSAC will assemble and issue required communication documents and FLIP publications to alert force crews.

2.1.10. Security Forces Squadron (SFS) is responsible for securing Priority A, B, and C resources IAW AFI 31-101 and FAFBI 31-101. The 92 SFS will assist the alert force manager in establishing crew billeting areas as restricted areas. The 92 SFS will also provide armed response to crew billets in case of emergency.

2.1.11. The chief of services is responsible for ensuring that food service is provided for alert crewmembers.

2.2. Assignment and Scheduling.

2.2.1. Squadrons, both operations and AGS, will:

2.2.1.1. Furnish fully qualified aircrews and groundcrews for alert duty in accordance with schedules established by the scheduling office.

2.2.1.2. Prepare AMC Form 41 for all alert crews, crew chiefs, and substitutes, and distribute one original signed copy to XP during generations or prior to crews assuming alert (see paragraph **8.3.**).

2.2.2. If applicable, the scheduling office (92 OSS/OSO) will prepare and publish alert changeover schedules and will assign crews from resources of the tanker squadrons. They will notify the squadron who will, in turn, notify the personnel concerned of any changes to the published alert schedule.

2.3. Personal Appearance.

2.3.1. Alert air and ground crews will report for duty wearing the prescribed flight suits or BDU's IAW AFI 36-2903. During duty hours, civilian clothing will not be worn while on alert. After hours in the alert facility civilian clothing is authorized. However, flight suits or BDU's must be readily available. After hours outside the alert facility flight suits and BDU's will be worn (i.e. at the Warrior Inn Dining Facility).

2.3.2. When crewmembers are actively engaged in recreational activities, athletic clothing may be worn. Also, athletic clothing may be worn when en route to and from recreational activities. Flight clothing may be hand carried when wearing civilian attire. If any other stops are made en route to/from sporting events, a flight suit will be worn.

2.3.3. Flight suits may be carried or pre-positioned in the aircraft and donned as soon as possible, but before exiting the aircraft after exercises.

2.4. Tour Length, Concept, and Restrictions.

2.4.1. The maximum crew alert tour length is 7 consecutive days.

2.4.2. Crews going on alert will be afforded 12 hours crew rest prior to reporting for scheduled alert duty. This may be waived under real world circumstances when necessary (IAW AMCI 10-450 Vol 4).

2.4.3. Crews, on a selective basis, may be scheduled to fly immediately following or on the first day following an alert tour. Time between alert and flying will not be considered Combat Crew Rest and Recuperation (CCRR). CCRR will begin immediately following crew duties.

2.4.4. Crews must be granted CCRR for alert duty. CCRR must be equal to at least 50 percent of the total time spent on alert.

2.5. Lodging. Aircrew members and ground support personnel will be billeted as per chapter **4.1.1.** or as designated by OG/CC.

2.6. Food Service Procedure.

2.6.1. Aircrew and ground support crews may dine in the Warrior Inn Dining Facility bldg 2262.

2.6.2. Hours of operation for the dining facility will be coordinated between the Services Commander, the OG/CC and the Senior Ranking Officer (SRO) on alert.

2.6.3. Alert personnel on Basic Allowance for Quarters will be charged for meals in accordance with applicable directives.

2.7. Special Services.

2.7.1. Chaplain: The base chaplains must be available for "on call" ministration and counseling.

2.8. Personal/Recreational Services. Recreational items are available and should be checked out through services. The alert force controller and alert force manager will coordinate checkout with services upon crew requests.

2.9. Crew Substitution (DNIF, Emergency). Only valid emergency circumstances or approval by OG/CC can justify relief of an alert crewmember during his/her alert tour. When circumstances arise, requests will first be verified by the squadron commander or operations officer. The squadron commander or operations officer, after verifying the need, will arrange for substitution with the concurrence of the OG/CC. (**NOTE**: If the crewmember being relieved is incapacitated, causing degradation of an alert sortie, the ARW/CC and OMC must be advised, until a qualified substitute is in place.) Individual substitutions may be made from available crewmembers and spare crewmember resources, provided that:

2.9.1. The individual is qualified and current in accordance with the existing crew training directives.

2.9.2. The individual has been certified SIOP capable.

2.9.3. Required SIOP sortie study will be accomplished as soon as practical if the substitution occurs during normal duty hours or the next duty day immediately following aircraft preflight if the substitution occurs after normal duty hours or on a weekend.

2.10. Freedom of Movement.

2.10.1. Alert crew(s) are authorized freedom of movement to only the specified locations identified in **Attachment 1** of this instruction.

2.10.2. Any time alert crewmembers depart the alert facility they must:

2.10.2.1. Carry operable and reliable TAAN radios.

2.10.2.2. Use a fast ride vehicle and travel along designated alert routes (See **Attachment 4**).

2.10.2.2.1. Any time one or more crewmembers are in the alert facility, sufficient fast ride vehicles will be available in the alert facility parking lot to assure transportation to alert aircraft.

2.10.2.2.2. Illumination of alert route lights- Refer to EAP-STRAT, Vol 5 for aircrew procedures.

2.10.2.3. Check that their destination is authorized and the KLAXON is operable.

2.10.2.4. Inform the alert force controller of the destination. Upon arrival and prior to departure from your location, call the alert force controller.

2.10.2.5. Sign out to one location at a time. Before going to a new destination, notify the alert force controller of next location.

2.10.2.6. Proceed directly to the aircraft if an alert is sounded.

2.10.2.7. Ensure office personnel in facilities visited are aware of your presence so that you can be readily contacted.

2.10.2.8. Return to the alert facility any time the alerting device at your location becomes inoperative.

2.10.3. Alert crew freedom of movement is subject to the following restrictions:

2.10.3.1. Crews/individuals will not drink alcoholic beverages while on alert or within 12 hours of assuming alert.

2.10.3.2. Crews will respond in alert vehicles as fast as safety permits. Extreme caution should be taken during inclement weather conditions.

2.10.3.3. Individual crews will not disperse to more than one location with only 1 vehicle and TAAN radio.

2.10.3.4. At all locations where crews are authorized freedom of movement but lack an operable klaxon, one crewmember will be designated to monitor alerting devices and be positioned at or near the telephone to enable expeditious crew notification/response. A back-up phone number will be passed to the alert force controller, if available. This procedure must be approved by OG/CC on a case by case request.

2.10.3.5. When visiting the education office, crewmembers will ensure that office personnel monitor the phone and notify the crewmember immediately if they will be away from the phone for any reason.

2.11. Restricted Alert. Crewmembers are limited to the alert facility (bldg 2272), the vault (bldg 2125), the Warrior Dining Facility (bldg 2262), the 24-hour Fitness Center (bldg 2065) and the adjoining park and picnic area (bldg 2089), or their assigned aircraft, unless specific instructions or directions from OMC are given.

Chapter 3

ALERT FACILITY STAFF

3.1. Key Personnel.

Wing Commander (WG/CC)
Operations Group Commander (OG/CC)
Logistics Group Commander (LG/CC)
Assistant Alert Force Manager
Operations Support Squadron Commander (OSS/CC)
Alert Force Manager
Senior Ranking Officer (SRO) on alert

3.2. Organization.

3.2.1. The WG/CC is the alert force commander and has overall responsibility for the alert force.

3.2.2. The OG/CC, and LG/CC have operational and maintenance responsibility, respectively.

3.2.3. The 92 ARW/XPOT is responsible for:

3.2.3.1. Training the alert force managers and alert force controllers.

3.2.3.2. Monitoring the alert force controllers OJT program.

3.2.4. The alert force manager is responsible for management of the alert facilities, supervising alert force operations and coordinating activities in support of the alert force.

3.2.5. The assistant alert force manager will act for/and in place of the alert force manager on all matters pertaining to the operation of the designated alert facility during alert generations.

3.2.6. The Senior Ranking Officer (SRO) is responsible for the leadership and supervision of the alert crews.

3.3. Specific Duties.

3.3.1. The alert force manager is responsible for:

3.3.1.1. Supervising the alert force controllers.

3.3.1.2. Acting as wing liaison with unit operations on all matters pertaining to the operation of the alert force/facility.

3.3.1.3. Ensuring alert aircraft access rosters (AMC Form 41 for crewmembers) are properly prepared and available to security forces personnel no later than the initial crew briefing by XPOT. The alert force controllers will accomplish any further changes or updates that are required.

3.3.1.4. Coordinating all directives.

3.3.2. Assistant alert force manager is responsible for:

3.3.2.1. Being capable of fulfilling all alert force manager duties (as stated above) in his/her absence.

3.3.2.2. Administrating the physical set up of the alert facility.

3.3.2.3. Performing all supply related duties of the alert facility.

3.3.2.4. Conducting administrative duties.

3.3.2.5. Notifying OMC and OG/CC when any part of the alert facility is jeopardized or degraded.

3.3.2.6. Accomplishing administrative duties as directed by the alert force manager.

3.3.3. Alert force controller duties are:

3.3.3.1. Ascertain that each individual on alert duty has responded to an alert. Telephone those away from the facility, and accomplish all items on the applicable alert facility monitor checklist.

3.3.3.2. Preannounce crews to alert aircraft through CSC.

3.3.3.3. Check all rooms and common areas for fire hazards and classified material after all personnel have responded to an alert and all telephone and other notifications have been completed.

3.3.3.4. Report alert facility klaxon operation checks to the OMC.

3.3.3.5. Maintain a log of events, list "out of the ordinary" calls (brief summary of the conversation) and list unusual events that occur (time, brief description, action taken). The assistant alert force manager will be notified immediately of unusual events.

3.3.3.6. Know the location of each individual on alert duty.

3.3.3.7. Know authorized locations for alert force travel.

3.3.3.8. Maintain the crew sign out log.

3.3.3.9. Turn-in proper forms and cash to the flight Kitchen for the AARP crew’s meals along with the stub and tail number, as well as when food is to be delivered.

3.3.3.10. Prepare a list of all individuals lodged with social security numbers and room assignments, and deliver to the Lodging front desk.

3.3.3.11. Maintain 24 hour manning of alert force controller desk. The alert force manager will schedule applicable duty shifts for relief of alert force controllers.

3.3.4. Functions of the Senior Ranking Officer (SRO) on alert are:

3.3.4.1. Supervise the alert force, IAW this and other pertinent regulations and OIs. He/She will not make exceptions to base regulations or OIs without prior approval of the 92 OG/CC.

3.3.4.2. Select the duty crew for each day of alert.

3.3.4.3. Pay particular attention to security. Unauthorized personnel will be removed from the alert facility (unauthorized personnel are personnel having no official business).

3.3.4.4. Cleanliness of the alert facility. The alert facility will be monitored regularly for cleanliness by the alert force manager or the SRO on alert.

3.3.4.5. Notify the alert force manager/alert force controller of any problems encountered.

3.3.5. Functions of the Alert Duty Crews are:

3.3.5.1. To assist the SRO in fulfilling his/her responsibilities.

3.3.5.2. Additional duties are as follows:

3.3.5.2.1. Daily briefings (if alert force manager or SRO is not present).

3.3.5.2.2. Time hacks (if required).

3.3.5.2.3. Completion of takeoff data slide.

3.3.5.2.4. Ensure that vehicle windshield covers and engine heaters are properly used during the winter season (1 Nov-30 Apr) or as weather dictates.

Chapter 4

OPERATIONS

4.1. Alert Procedures. In the event of an aircraft generation, the alert force manager will take necessary actions to lodge, feed, and provide for the security of the alert force. If there is no appointed alert force manager at the time of generation, the assistant alert force manager (XPOT boom operator) and XPOT will coordinate the following:

4.1.1. Lodging.

4.1.1.1. All Fairchild alert crewmembers and assigned crew chiefs will be lodged in bldg 2272.

4.1.1.2. Crews will be billeted in rooms next to each other to the maximum extent possible.

4.1.2. Messing. All crews may dine at the Warrior Inn Dining Facility bldg. 2262.

4.1.3. Transportation and Vehicle Disposition.

4.1.3.1. Transportation will deliver the appropriate number of alert vehicles, (as identified in FAFB Support Plan to 8044-FY), to the parking lot east of bldg 2125 (the vault) and give the keys to XP administration personnel.

4.1.3.1.1. These vehicles will be capable of transporting 5 passengers and equipment and be equipped with chocks and operable cigarette lighters (for use with vehicle warning lights).

4.1.3.1.2. During inclement weather periods, Transportation will ensure that the alert vehicles have covered cargo areas.

4.1.3.2. Transportation will be notified by the OMC to meet any arriving backfill crews and transport them to bldg 2125 (the vault).

4.1.4. Briefing:

4.1.4.1. The daily crew briefing for alert crewmembers will take place in bldg. 2125 (the vault) main briefing room no later than 0800L on weekdays and 1000L on weekends. The alert force manager will prepare briefing slides and brief each crew by the above briefing time unless extenuating circumstances prevent this from occurring. The alert force manager will also coordinate pick up of weather packages, and make them available for each crew. If an alert force manager has not yet been appointed, the assistant alert force manager or XPOT will be responsible for the above.

4.1.4.2. Topics covered will include: weather, airfield conditions, distant recognition codes, intelligence briefing, duress words and applicable maintenance items.

4.2. Aircrew Changeover.

4.2.1. Aircrew changeover procedures (after departing the assumption of alert briefing).

4.2.1.1. After the briefing, one off-going crewmember will meet the on-coming crew at the alert facility or the vault and take them to their aircraft. The off-going aircrew will wait for the on-coming crew at the aircraft. While waiting for the on-coming crew, the off-going crew will down load their personal equipment and preposition the oncoming crew’s personal equipment.

4.2.1.2. The off-going aircraft commander will brief the on-coming aircraft commander on the aircraft condition, maintenance problems, etc.

4.2.1.3. The on-coming navigator will inventory CMF mission materials and sign the AF Form 625, Mission Material Inventory. After the on-coming navigator signs the AF Form 625, the on-coming crew is now officially on alert.

4.2.1.4. The navigator will also accept all communications kit materials (COMSEC) by initialing for each item listed on the 92 OSS/OSAC Form 1 and sign the bottom of it. The off-going navigator will deliver this signed receipt to 92 OSS/OSAC to place the new navigator on requirement.

4.2.1.5. The off-going crew will not depart the aircraft until all changeover actions have been completed and they have been released by the on-coming aircraft commander.

4.2.1.6. Upon a supersession of COMSEC or Flight Information Publications (FLIP) documents 92 OSS/OSAC personnel will deliver new materials to the navigator on duty. The OMC will be notified by 92 OSS/ OSAC upon completion of COMSEC supersession changeout. The 92 OG/ CC will be notified for information purposes only by the 92 OSS/OSAC when FLIP documents become outdated.

4.2.1.7. Crews will verify the presence of pre-positioned life support equipment and the on-coming aircraft commander or designated representative will then certify such action by signing the Life Support Equipment Inventory.

4.2.1.8. Crews will verify their flash blindness curtains are properly installed.

4.2.1.8.1. Crews will install all flash blindness curtains except pilot's and copilot's number 1, 2, and 3 window curtains (only for initial assumption of alert for that aircraft).

4.2.1.9. The aircraft commander will ensure proper switch positions, perform the daily alert preflight, and brief the crew chief on alert response procedures IAW **Attachment 9**. The aircraft commander will ensure the crew chief has required gear IAW AMCI 11-235, Vol 24.

4.2.1.10. The navigator will ground align the INS's, IAW with applicable alert crew checklist items.

4.2.2. Crew substitution/CMF inventory procedures.

4.2.2.1. Navigator substitutions.

4.2.2.1.1. When the crewmember being substituted is the navigator, the following procedures apply:

4.2.2.1.1.1. The off-going navigator will remove both seals from the CMF container.

4.2.2.1.1.2. The on-coming navigator will page count the communications kit and assume responsibility for it after signing the 92 OSS/OSAC Form 1 document receipt. The off-going navigator will deliver this signed receipt to 92 OSS/OSAC to place the new navigator on requirement.

4.2.2.1.1.3. The on-coming navigator will then page count/inventory the remainder of the CMF container, record seal numbers on AF Form 625, and assume responsibility for the CMF by signing AF Form 625.

4.2.2.1.2. The on-coming navigator will then reseal both compartments.

4.3. Aircraft Changeover . Alert aircraft replacement should follow these procedures:

4.3.1. The crew will be met by the crew chief at the “on-coming” aircraft.

4.3.1.1. The crew will preflight the “on-coming” aircraft and perform engine runs if required. Prior to movement of the aircraft to the GAAP, the aircraft commander and crew chief will perform a final inspection of all thermal curtains and sign off the AFTO Form 781A. The Numbers 1, 2, and 3 window curtains for the pilot and copilot will be placed in the appropriate containers (see paragraph **4.2.1.8.1.**).

4.3.1.1.1. The aircraft should be refueled to a SIOP fuel load prior to aircrew preflight.

4.3.1.1.2. Minor maintenance discrepancies will be worked so as not to interfere with the changeover.

4.3.1.1.3. Major maintenance discrepancies must be fixed prior to changeover.

4.3.1.1.4. When the aircrew has satisfactorily completed the preflight, the "on-coming" aircraft should be towed to the GAAP area. Maintenance will tow the “on-coming” aircraft to an unoccupied parking spot within the GAAP area.

4.3.1.2. The crew, after ensuring all required maintenance has been performed and the “on-coming” aircraft is ready for alert, will then proceed to the “off-going” aircraft. The crew will notify the alert area entry controller through OMC of the aircraft change.

4.3.1.3. After permission is received to start engines from the 92 OG/CC or 92 WG/CC and ground control, the pilot will start engines on the “off-going” aircraft and taxi out to scheduled parking outside the GAAP area. Ensure the ladder taxiway is clear for taxi from current position to the designated parking spot. Once in the scheduled parking spot, if external air is not available, the pilot will shut down engines numbers 1, 2, and 4, leaving number 3 engine running for power and start capability. If external power/air or APU is available for restart capability, all engines will be shut down.

4.3.1.3.1. During taxi, the boom operator will follow the “off-going” aircraft in the alert vehicle. Should a klaxon occur, the boom operator will park the vehicle well clear of the taxiway. He/she will then board the aircraft and assume his/her normal crew duties.

4.3.1.4. The “on-coming” aircraft will then be towed into the vacated alert parking spot after the “off-going” aircraft has taxied out of the GAAP area.

4.3.1.5. Once the pilot is informed that the “on-coming” aircraft is in position, he/she will direct transfer of personnel and equipment from the “off-going” aircraft to the alert vehicle. After personnel and equipment has been transferred, the last engine will be shut down. At this point, the “on-coming” aircraft becomes the primary alert aircraft. The copilot will ensure all classified IFF/SIF codes are cleared before leaving the “off-going” aircraft.

4.3.1.6. The OMC must be kept informed of all actions during aircraft changeover.

4.4. Scramble During Alert Changeover .

4.4.1. In the event of a klaxon during the alert crew changeover, the on-coming crew assumes responsibility for the SIOP sortie when the AF Form 625 has been signed (see paragraph **4.2.**).

4.5. Takeoff Data Computation . Takeoff data, based on the least favorable conditions for the day, will be computed twice daily by the duty crew copilot. The duty crew copilot will inform the OMC of the SIOP runway when computed, and anytime it changes. OMC will then determine and broadcast the optimum launch runway for alert force responses (IAW EAP-STRAT, vol 4). Takeoff data should be briefed in the morning brief and updated at 2000L. Changes to the takeoff data will be given to the alert force manager who will ensure all aircraft commanders are briefed on the changes.

4.6. Preflight.

4.6.1. Alert force aircraft will be preflighted daily, normally after the morning briefing. This preflight will be conducted in accordance with applicable checklists. Exceptions to timing may be made, but must be coordinated with the crew chief.

4.6.2. If possible, minor maintenance to be performed on alert aircraft should be scheduled while the crew is at the aircraft for the daily preflight.

4.6.3. Tire rotation requirements will be briefed at the morning briefing.

4.6.4. Engine run requirements will be briefed at the morning briefing.

4.6.5. Aircraft:

4.6.5.1. Apply external power for 15 minutes daily to charge batteries.

4.6.5.2. The last person to leave the aircraft after each entry will ensure that battery switch and the alert lights are OFF and that the DC ammeter volt selector is off.

4.7. Identifying “Cocked” Aircraft.

4.7.1. Upon completion of a complete tech order preflight, each aircraft will display a sign in the pilot’s window indicating the “cocked” condition. These signs will be issued during CMF sign out.

4.7.2. When the aircraft is “uncocked,” the “COCKED” sign in the pilot’s window will be removed.

4.7.3. The aircraft commander will ensure that OMC, MACC, and the crew chief knows the status of the aircraft.

4.8. Reporting “Uncocked” Aircraft.

4.8.1. When a discrepancy is discovered that would render a previously “cocked” aircraft unable to launch under SIOP criteria, the aircraft commander will immediately notify Command Post over the UHF radio. OMC will then coordinate with LG/CC and OG/CC. MACC will initiate immediate action to correct the discrepancy. The aircraft commander will advise OMC over the UHF radio when the required maintenance personnel, with the needed parts to complete the work, are at the aircraft. After coordination, the aircraft commander will declare the aircraft “uncocked” (see paragraph **4.7.2.**). When the work is completed and the aircraft is “recocked,” the aircraft commander will again notify the OMC.

4.8.1.1. OMC is responsible for notifying CSC of the “cocked/uncocked” status of SIOP aircraft. OMC will transmit the appropriate reports IAW STRAT Directive 501-14.

4.8.2. When an aircraft is “uncocked” for maintenance, the flight crew will still respond to all alerts. It is possible that the work being done may be completed and the aircraft capable of launching, or the

aircraft may have to be moved because of a disaster. Exercise caution and do not start engines unless an actual emergency exists.

4.8.3. When a discrepancy is discovered that may be corrected on a routine basis, it will be scheduled for a mutually agreeable time for both maintenance and operations. When the aircraft requires minor maintenance, but is still able to meet its SIOP launch timing, it can be put into a "launch able" configuration (refer to paragraph **1.2.7.**).

4.9. Fire Guards. Aircraft engines will not be started until a fire guard is posted. If the crew chief is not available for engine start, the boom operator will provide fire coverage and assist with engine start. Aircraft commanders will delay starting engines until the ground reports "clear to start engines" or, in case of interphone difficulty, a visual signal to start engines is given. Fire coverage for engine runs involving maintenance will include a fire truck on site.

4.10. Alert/Fast Reaction Procedures.

4.10.1. Prior to assuming alert, the aircraft commander must review with his/her crew all alert scramble procedures contained in the applicable flight manual. The pilot and copilot will thoroughly review engine start procedures, and crew coordination items. The aircraft commander will designate a flight crewmember to perform ground crew duties should the crew chief be delayed arriving at the aircraft.

4.10.2. Prior to assuming alert crew must be familiar with the alert response routes (**Attachment 4**).

4.10.3. The aircraft commander will brief the crew chief IAW **Attachment 9** and **Attachment 10** as applicable on alert response actions and ensure he/she is knowledgeable of his/her duties and responsibilities. Actions to be taken in the event of an abnormality (for example, APU malfunction, interphone failure, etc.) will also be discussed. Aircraft commanders should be aware that alert crew chief changeovers might occur during an alert tour. The aircraft commander will brief the on coming crew chief no later than the end of daily alert preflight. It is the duty of the off-going crew chief to inform the aircraft commander whenever a scheduled/unscheduled changeover occurs regardless of the time of changeover. Alert aircrews will ensure their respective alert vehicles are parked in a location that will allow safe movement of all alert aircraft. Particular attention should be given when parking on the asphalt around stubs 15-24 and/or in front of the fuel pits.

4.10.4. The boom operator will check the circuit breakers while proceeding to his/her crew position. The pilot will also ensure all throttles are in the cut off position prior to the activation of engine starter switches.

4.10.5. Visual signals are to be used in case of interphone failure, IAW AFI 11-218 and

T.O. 1C-135(K)R-2-2GA-1. If A/C power is available, quickly flashing the landing and taxi lights can be used as a technique in attracting the crew chief’/maintenance’s attention.

4.10.5.1. Malfunctions and Signals are as follows:

4.10.5.1.1. During alerts/alert exercises, a steady taxi light indicates an aircraft has all engines running, the “Before Taxi Checklist” is complete, and the aircraft will be taxiing.

4.10.5.1.2. Aircraft experiencing malfunctions other than engine starter malfunctions which require maintenance will flash taxi and landing lights on and off rapidly.

4.10.6. If one or more engine starter malfunctions occur, establish a “Ready to Taxi” time when those engines with good starters are started and the aircraft is prepared to taxi.

4.10.6.1. Ready to Taxi is defined as:

4.10.6.1.1. Crew and crew chief is aboard aircraft.

4.10.6.1.2. All items on the “Starting Engines and Before Taxi Checklist” are complete.

4.10.6.1.3. Aircraft is SIOP Taxi Capable.

4.10.6.1.4. Subsequently, a start capability must be demonstrated on enough engines to be SIOP capable for launch conditions at exercise response time.

4.10.7. Alert vehicles will be parked behind the left wing tip (except as directed in paragraph **4.10.3.**).

4.10.8. Alert response procedures are contained in EAP-STRAT Vol 5. The following procedure is also required: Alert vehicle parking will be as shown on **Attachment 11**.

4.10.9. For exercises, IGE will, (IAW AFI 32-2001, paragraph 3.3.13.), provide the fire department 30 minute advanced notice of any alert/fast reaction exercise, and the fire department will preposition a major piece of equipment and maintain this equipment in the immediate vicinity during alert responses.

4.10.10. The alert force controller will notify the CSC and the fire department, via direct line, anytime aircrews respond to alert aircraft.

4.11. SIOP Takeoff.

4.11.1. SIOP takeoff procedures will be in accordance with MCM 3-1, Vol 19 or AMCI 11-235, Vol 24.

4.11.2. OMC will determine and broadcast launch runway in conjunction with alert force responses (IAW EAP-STRAT, Vol 4).

4.11.3. Optimum/Non-Optimum Runway Launch. Runway 23 will be used as the primary runway for alert operations. When the maximum tail wind component is reached, all aircraft must use Runway 05.

4.12. Major Peacetime Accident Procedures.

4.12.1. Anyone discovering a fire in the alert area will notify the base fire department (ext 911). Aircrews at the aircraft will notify the OMC.

4.12.1.1. The base fire department will notify CSC.

4.12.2. Crews will respond to the instructions of the OMC in the normal manner and to the instructions of the alert force controllers.

4.12.3. The fire department and OMC will be notified when a fuel spillage is detected. Upon notification, the fire department will dispatch necessary equipment to the scene.

4.12.4. If directed to taxi the aircraft, the flight crew of the first aircraft at the hold line will obtain clearance from the tower prior to crossing the runway hold line. Any alert aircraft taxiing when given notification of an area evacuation will take action as deemed necessary by the aircraft commander that will present the least danger to the aircraft.

4.12.5. Crewmembers will assist fire fighting or disaster control personnel only if assistance is requested. Once they have evacuated a disaster area, flight/launch crews will not return to that area until cleared by the senior fire official or on-scene commander.

4.13. Communications procedures.

4.13.1. Notification of an actual/exercise alert will be IAW EAP-STRAT Vol 5.

4.13.2. Any maintenance malfunctions that will delay alert response should be immediately relayed to MACC on 311.0 MHz.

4.13.3. Alert aircraft should set 311.0 MHz and 321.0 MHz or the current OMC primary frequencies in both UHF radios while the aircraft is parked in the alert parking stub. The radios will be set to different frequencies for daily radio checks or normal operation and be reset back to OMC frequency before leaving the aircraft.

4.13.4. Prior to taxi, after receiving an actual launch message from OMC, set tower frequency in one radio.

4.13.5. Should runway clearance not be received, lead aircraft must call tower for clearance.

4.13.6. After crossing the hold line, follow communications procedures contained in the aircrew Quick Reaction Book (QRB).

4.14. Minimum Reaction Time. Crews will react in the shortest time possible to meet their SIOP commitments.

4.15. Taxi Procedures (Actual Alerts).

4.15.1. The high speed taxiway H and taxiway G will be used by alert aircraft when leaving the alert parking area for optimum runway 23. Aircraft experiencing maintenance problems will taxi to the far

(southwest) end of hammerhead area and execute a 90 degree turn prior to stopping for maintenance.

Aircraft holding at the parallel taxiway will resume taxi when it is evident that the high-speed taxiway will be clear, or any remaining aircraft are delaying/canceling taxi procedures. Any aircraft responding from the parking area experiencing problems will taxi onto the hammerhead run up area, ensuring they are well clear of the follow-on stream.

4.15.2. For non-optimum runway 05, the parallel taxiway will be used. Aircraft will make a right turn out of parking and proceed to the parallel via taxiway G or H. After initiating taxi, any aircraft experiencing radio failure precluding receipt of required OMC guidance will continue to taxi on the parallel taxiway and exit at taxiway B, warm up pad, or taxiway A, run up area. Affected aircraft will ensure adequate clearance is provided for follow-on aircraft to safely continue taxiing. Should radio failure occur after passing taxiway B, and prior to receipt of required OMC guidance, aircraft will continue to the run up area for runway 05. Taxi to the extreme right side of the apron, ensuring adequate and safe taxi clearance is available for the follow-on stream of aircraft.

4.15.3. Alert aircraft will taxi along approved alert routes using MCI 11-235, Vol 24 procedures. Extreme caution will be exercised by aircrews and ground crews during all operations involving moving aircraft. Safe taxi speeds, adjusted for adverse conditions such as bad weather, restricted visibility, or minimum clearance, will be observed at all times. All personnel will be briefed, prior to assuming

alert, of the dangers inherent in the movement of SIOP configured aircraft under the quick reaction concept and of their responsibility to slow down or stop an aircraft when they recognize an unsafe condition. As a technique, aircraft commanders should raise speed brakes to alert other aircraft they are slowing or stopping.

4.16. Exercises.

4.16.1. Refer to EAP-STRAT, Vol 5, Ch 2, for procedures to follow if a safety hazard is observed while responding. In the event of an aircraft fire during an exercise, it is important that the position of the aircraft be immediately reported to the OMC in order that appropriate procedures may be instituted. Until the position of the aircraft in difficulty is known and instructions given, all aircraft should keep their engines running for possible taxi.

4.16.2. During recovery from practice alerts, the aircraft commander will ensure those crewmembers not engaged in checklist procedures assist the crew chief to install engine covers, position wheel chocks, and perform other tasks as required.

4.17. Defense Condition (DEFCON) Procedures. DEFCON procedures are as shown in AMCI 10-202 Vol 5. Under any of the readiness conditions, the intent is to improve reaction time and the effectiveness of the strike force.

4.18. Emergency Evacuation. In the event an emergency evacuation of aircraft is directed, “Buggy Ride” will be implemented. “Buggy Ride” provides an immediate launch of aircraft for peacetime survival. Pre-positioned information is located in the alert generated aircraft CMF's.

4.19. Tailwind Takeoff.

4.19.1. Tailwind takeoff capability for alert aircraft will be computed daily based on current field conditions.

4.20. Repositioned Alert. Repositioned alert procedures are covered in detail in the Alert Aircraft Repositioning Plan (FAFB Support Plan 80-44 (S)) All crewmembers must become familiar with their duties and responsibilities as outlined in this plan.

4.21. Cold Weather Operations. Additional emphasis must be focused upon comprehensive maintenance checks and inspections of critical components while the aircraft is on alert during the winter season. These include inspections of engine inlets for snow and ice, checks for proper servicing of tires, strut leveling cylinders, accumulators, and batteries.

4.22. Aircrew Message Copying Procedures.

4.22.1. To enhance the accuracy of decoding messages by crewmembers, the following aircrew actions are suggested. The crewmember decoding the message may elect to use a straight edge while performing the decode actions to ensure correct lateral movement. If time permits, the message, as copied by one crewmember, will be decoded independently by an additional crewmember to ensure accuracy.

4.23. Weather Briefings. It is imperative that aircrews have current weather information at all times. To accomplish this, an alert weather package, as specified in FAFBI 15-101, will be accomplished and made available for pickup twice daily at 0600L and 1800L (**NOTE**: Packages are produced only when aircrews are on alert at an alert facility on Fairchild). In addition, a qualified weather forecaster will be available to answer any weather related question, via telephone or in person, during the daily scheduled alert briefing.

4.24. Aircrew Weapons Issue.

4.24.1. Weapons issue during Wing generations will be limited to deploying aircrews and personnel.

4.24.1.1. Aircrew will be issued weapons at the vault (bldg 2125).

4.24.2. Aircrews who remain at Fairchild AFB will not be issued weapons.

4.24.3. XP will maintain and have available applicable directives containing personal equipment requirements pertaining to weapons.

Chapter 5

TRANSPORTATION

5.1. Vehicle Control Assignment/Operation

5.1.1. For stability, alert vehicles will be permanently assigned to specific alert line numbers.

5.1.2. The aircraft commander will be responsible for the alert vehicle assigned to his/her sortie.

5.1.3. The following rules apply to operation of crew alert vehicles:

5.1.3.1. All alert crewmembers must be in possession of a valid state driver's license and an AF Form 483, Certificate of Competency, annotated "Flight Line Authorized."

5.1.3.2. Each driver will inspect the assigned alert vehicle daily prior to driving. The inspection will be conducted using the AF Form 1800, Operator's Inspection Guide and Trouble Report (General Purpose Vehicle), that accompanies the vehicle. Any noted discrepancies will be reported to transportation vehicle operations. The AF Form 1800 must be signed daily prior to operating the vehicle. Crews will police the interior of alert vehicles daily and ensure litter is not left in the vehicle and the vehicle is secure.

5.1.3.3. Crews are responsible for servicing alert vehicles at the base fuels service station with gas and water as required. Vehicle motor oil will be obtained from vehicle operations.

5.1.3.4. In the event that operational requirements prevent alert crews from driving to the base service station, the vehicle operations personnel will conduct minor servicing as required to include fueling.

5.1.3.5. During the period of 1 November-30 April, or when weather conditions warrant, crews will install windshield covers and connect engine heaters to outlets when vehicles are not in use (if available).

5.1.3.6. If an alert vehicle breaks down while away from the alert facility, the driver will immediately notify the alert force controller of the difficulty and request immediate pick-up. The alert force controller will immediately accomplish his/her "Alert Crew Stranded Checklist" and obtain transportation for alert crewmembers back to the alert facility/aircraft.

5.1.3.7. If an alert vehicle breaks down during an alert fast response, alert crews are authorized to commandeer a military or civilian vehicle.

5.2. Parking . Alert vehicles will be parked in the reserved areas adjacent to facilities authorized for alert crews. If designated spaces are not available, alert vehicles will park in an area that will allow for the most expeditious return to the alert area. When THREATCON CHARLIE or DELTA is implemented, crew vehicles must not be left unattended. The alert force controller is responsible for ensuring vehicles parked at the alert facility are monitored during THREATCON CHARLIE or DELTA.

5.3. Routes Located on Base Layout . When responding to an alert from outside the alert area, crews will utilize designated alert routes (see **Attachment 4**).

5.4. Vehicle Maintenance and Care .

5.4.1. Maintenance on alert vehicles will be performed by transportation vehicle maintenance. Normal servicing and interior and exterior cleanliness will be performed by the assigned crews.

5.4.2. Vehicle operations will provide replacement vehicles when required.

5.4.3. Vehicle operations will provide all vehicles with chains, scrapers, wheel chocks, and windshield covers.

Chapter 6

MEDICAL AND DENTAL SERVICES

6.1. Medical Services. Each flying squadron has an attached Squadron Medical Element (SME). The SME has crewmembers on alert and will coordinate with each other to support an alert sick call, held in the designated alert facility. This requirement will be on an as needed basis with concurrence of the 92 OG/CC. If additional medical services are required such as X-ray, lab work, etc., the alert force manager will coordinate with the 92 OG/CC for approval to go to the 92 MDG. While at the base hospital, each crewmember on alert will have a TAAN radio and another crewmember will be designated to monitor an open phone line to the OMC or alert facility.

6.2. Dental Services. Dental services are not provided during alert because of the distance to the dental clinic exceeds the required response timing. If emergency dental care is required, the 92 OG/CC will be notified and he will approve emergency dental care on a case by case basis.

6.3. Emergency Medical Services. If emergency service is required for any alert crewmember, the alert force manager or SRO will initiate action as required under paragraph **2.9.**, Crew Substitution (DNIF, Emergency).

Chapter 7

MISSION PREPARATION

7.1. Issue of Classified Documents. The initial issue of classified documents will be accomplished at bldg 2125 (the vault) and under the direction of the 92 ARW/XP.

7.2. Mission Folders.

7.2.1. Combat mission folders will be issued under the direction of the 92 ARW/XP. After inventory and check of the contents in the CMF, the crew representative will sign the AF Form 625.

7.2.2. Upon signing the AF Form 625, CMF responsibility will transfer to the on-coming crew.

7.3. SIOP Mission Study.

7.3.1. Only fully SIOP certified combat ready crews/crewmembers may be assigned unit sortie alert duty.

7.3.2. Crewmembers assigned alert duty will obtain SIOP study as outlined below.

7.3.2.1. Assuming alert during duty hours.

7.3.2.1.1. If current in SIOP study- assume alert and then obtain SIOP study at the vault within 8 hours of assuming alert (current in SIOP study means that crewmembers have obtained SIOP study in either the previous quarter or the current quarter). When crews assume alert and receive SIOP study in that quarter, and the alert tour continues over into the next quarter, credit is only given for the quarter in which the SIOP study was actually accomplished, not both quarters. If non-current in SIOP study, obtain SIOP study at the vault prior to assuming alert.

7.3.2.2. Assuming alert during non-duty hours, weekends, or holidays: always obtain SIOP study during normal duty hours prior to assuming alert. For weekends and holidays, this means during the duty week preceding going on alert. **NOTE**: The only exception to this would be when assuming alert early in the morning on a duty day, when SIOP study can be obtained within 8 hours if the individual is current in SIOP study.

7.3.2.3. Emergency alert substitution during non-duty hours, weekends or holidays: obtain SIOP study at the Vault on the first duty day immediately following the daily alert briefing and preflight. Do not confuse emergency and planned substitution. An emergency substitution is only when the substitution occurs due to an unplanned situation.

7.3.3. If possible, crews/crewmembers scheduled to perform alert duty as substitutes, during a scheduled alert tour, should study on the first day of the tour with the associated crew. The SIOP study period will be sortie oriented and consist of requirements as necessary to retain the required level of SIOP knowledge.

Chapter 8

SECURITY

8.1. Generated Alert Aircraft Parking Area and Alert Facility. The GAAP area and Alert Facility meet the criteria for restricted areas in AFI 31-101, and FAFBI 31-101.

8.1.1. The Generated Alert Aircraft Parking (GAAP) area is designated as the area encompassing both the MPA East and MPA West.

8.1.1.1. Mass Parking Area (MPA) East: The MPA East encompasses parking spots 1-11 (Christmas Tree) and spots R1 and R2 (if activated). Entry into the generation area is through an Entry Control Point (ECP) located at the West End.

8.1.1.2. Mass Parking Area (MPA) West: The MPA West encompasses parking spots 15-24. Normal entry is controlled through the ECP, located at northern end.

8.1.2. The GAAP is initially a priority C area.

8.1.2.1. As aircraft are generated to a “cocked” status, they will be considered Priority B assets and the rules for access to Priority B areas will apply to those aircraft only.

8.1.2.2. Security forces will consider an aircraft “cocked” when OMC relays to them the assigned aircrew's “cocked on alert” message and the crew places the “COCKED” sign in the aircraft pilot's window.

8.1.2.2.1. If communication problems prevent OMC from passing this information, OMC will notify CSC of the aircraft's “cocked” status by whatever means are available.

8.1.2.3. After all aircraft within the GAAP are “cocked”, Security Forces will declare to OMC that the GAAP is a priority B area and appropriate entry rules will apply.

8.1.2.3.1. However, one MPA may be upgraded to a Priority B area before the other. When Security Forces are notified that the last remaining aircraft are being “cocked,” at that specific moment, the area entry requirements will change to Priority B.

8.1.3. All other flight line areas, including the area of the flight line immediately surrounding the Priority B area, will be a Priority C area.

8.1.4. The Alert Facility, bldg 2272, will house the alert crewmembers. The Alert Facility is designated a priority B restricted area when activated. Entry control is through the entrance hallway and is controlled by the alert force controller.

8.2. GAAP Entry Procedures

8.2.1. Alert crews and key personnel must be pre-announced to alert aircraft. The alert force controller will notify Central Security Control (CSC), who will pre-announce the visit to the GAAP ECP.

8.2.1.1. The GAAP entry controller will identify alert crews using the AMC Form 41 (aircrew flight orders) and Restricted Area Badge (RAB) at the area ECP.

8.2.1.2. Key personnel, i.e. Alert Force Commander, “Coach,” alert maintenance supervisor, etc., desiring escorted entry into the GAAP for access to specific generated alert aircraft will be identified using the individual's RAB.

8.2.1.3. For unescorted entry and access to specific generated alert aircraft, key personnel must be listed on an authorization memo, signed by the Alert Force Commander and endorsed by the aircraft commander. This memo must be attached to the form 41 for the specified aircraft.

8.2.2. The following information must be passed to CSC for pre-announcement purposes:

8.2.2.1. Individuals name. If more than one person is being pre-announced to the same area, only one name and the total number of additional persons need be pre announced.

8.2.2.2. Last four digits of pre-announced person's social security number.

8.2.2.3. Location of the aircraft to be visited.

8.2.3. Emergency actions during communications outages. In the event of a communications outage and OMC is unable to pre-announce personnel requiring entry into the GAAP, OMC will contact CSC by any available means (i.e. cell phone, back-up radio, runner, etc.). In the unlikely event of a total communications breakdown, OMC will dispatch a runner to CSC for pre-announcement en-route to the ECP. NOTE: Total communications breakdown means all back-up capabilities are unavailable.

8.2.4. Personnel and vehicle search requirements.

8.2.4.1. Aircrew members in possession of sealed bags with red classification markings containing positive control material or combat mission folders, are exempt from search.

8.2.4.2. Vehicles entering the GAAP area must be searched, prior to entry, by the driver and occupants authorized unescorted entry into the area. The entry controller will verbally verify with the driver that a search has been completed. If the vehicle has not been searched, the driver will immediately search the vehicle before being allowed entry.

8.2.5. Emergency entry procedures. Response of emergency vehicles, i.e., fire, ambulance, etc., will be immediately allowed entry upon using the Distant Recognition Code (DRC) and provided the entry controller/close-in sentry is personally aware of the need for such entry or is notified by CSC. During the emergency, emergency response personnel will be kept under surveillance by the alert force and security forces.

8.2.6. TDY aircrews. TDY aircrews will be identified using their home station generated AF Form 1199 Restricted Area Badge, and the aircrew's AMC Form 41 submitted by 92 ARW/XP.

8.2.7. TDY IG Personnel. TDY IG Personnel will be identified using their home station generated Entry Authorization List (EAL) and AF Form 1199 Restricted Area Badge (see **Attachment 13** for an example of an authorized EAL letter format).

8.3. AMC Form 41 Process.

8.3.1. IAW AMCI 10-301, Security Forces will use AMC Form 41 (aircrew flight orders) to determine authorized crew access to Generated Alert Force Aircraft and parking areas.

8.3.1.1. Crewmembers listed on the Form 41 will be allowed access to the aircraft named on the respective form. Individuals designated on the form with an asterisk (aircraft commander and crew chief's) will be allowed to vouch for and escort personnel with a need to access the aircraft.

8.3.2. Squadrons, both operations and AGS, will initiate the Form 41 process with development of aircrew and groundcrew line-ups. As each squadron forms a crew, they will also generate an AMC Form 41 for that crew

8.3.2.1. Operations Forms 41 will list only aircrew members. The aircraft commanders will be designated with an asterisk and a note designating them as the aircraft commander and authorized escort.

8.3.2.2. Maintenance Forms 41 will list only crew chiefs and must include the tail number of the aircraft to which they are assigned. Mark both crew chiefs with an asterisk and provide a note designating each as the assigned maintenance point of contact for that aircraft and an authorized escort.

8.3.3. After the squadrons generate the Forms 41, they will insure delivery of the forms to XP personnel in Bldg 2125 (the vault).

8.3.3.1. Generating aircrews will hand carry their own Form 41 to XP when they report for assumption of alert.

8.3.3.2. As much as possible, squadrons will also use aircrews to deliver maintenance Forms 41 to XP.

8.3.3.2.1. If a crew is not available, squadrons must deliver forms to XP as soon as possible, but not later than the aircraft “crew ready” time.

8.3.4. XP will match crew forms with maintenance forms based upon the aircraft line-up obtained through WAGS or any other means of communication.

8.3.4.1. Authorized XP personnel will designate these forms as page one and two of a single form 41 by labeling and attaching them to each other.

8.3.5. CSC will be notified by XP when Form 41's are available for pick-up at Bldg 2125. The CSC will then dispatch Security Forces Personnel to Bldg 2125 to pick-up the forms.

8.3.5.1. If XP does not notify CSC of form completion due to communications problems, XP will dispatch a runner to notify CSC that the form is complete and ready for pick-up.

8.3.6. If necessary, Security Forces personnel, providing GAAP area security, may detach and recombine forms due to generation phase aircraft/aircrew changes.

8.3.6.1. The on scene supervisor designated as “Coach” will assist Security Forces personnel in determining the correct combination of forms due to line-up changes.

8.3.6.2. Any changes to aircrews or maintenance crews will require a new AMC Form 41 with the appropriate changes.

8.4. Alert Response Procedures.

8.4.1. Generated Alert Aircraft Parking Area. Responding alert force personnel will be allowed entry at any point along the GAAP boundary based on an accurate exchange of the Distant Recognition Code (DRC) with security force members.

8.4.1.1. The DRC is used to rapidly identify personnel entering the GAAP. During alert KLAXON responses, aircrews are authorized to cross restricted area boundaries utilizing the DRC. Failure to correctly use the code will be considered a sign of duress by security forces.

8.4.2. KLAXON Notification Actions.

8.4.2.1. CSC Actions. When the KLAXON signaling device sounds, CSC will notify all posts and patrols that crews are responding to a KLAXON.

8.4.3. All other wing key staff members who must enter the area will enter under aircrew expedite procedures through the established ECP's.

8.4.4. After all alert crews have responded to the aircraft, the area supervisor will notify CSC that all crews have responded. All other personnel will enter the area through the appropriate ECP, unless notified, by name, from CSC. These personnel shall be momentarily detained by the sentry, who will ensure absence of duress and receipt of valid sign and countersign code.

Chapter 9

COMMUNICATIONS

9.1. Klaxon System and Testing.

9.1.1. The klaxon is the primary alerting system. The normal klaxon pattern is a 30-second blast, followed by a 15-second pause, for three soundings. If the klaxon sounds, crew response will be IAW EAP-STRAT Vol 5, Aircrew Emergency Action Procedures.

9.1.2. The klaxon system will be tested daily on Fridays at 1100 when crews are on alert. If crews are not on alert the klaxon will be tested once a quarter at 1100 on the first Friday of the first month of each quarter.

9.1.3. To ensure a positive check of the klaxon system, it will be necessary for all agencies listed in **Attachment 4** to make a status call after each klaxon check to the OMC, within 30 minutes of the above stated time. Agencies not normally open on weekends and holidays will be exempt on those days. If the listed agencies do not respond, OMC will notify each agency with a status check.

9.1.3.1. The control tower will notify base operations, which will in turn notify OMC of the control tower klaxon status.

9.1.4. OMC will notify OG/CC of agencies whose klaxon is inoperative for further action.

9.1.4.1. The alert force controller will ensure that appropriate crew restrictions are applied when notified by OMC of klaxon failures until corrective maintenance is completed.

9.2. OMC. The OMC will be the primary source of communications to alert crews. Primary UHF frequency for OMC is 311.0 MHz, Ch 9. Backup frequency is 321.0 MHz, Ch 11.

9.3. Control Tower. Fairchild control tower UHF ground frequency is 275.8 MHz (refer to appropriate Flight Information Publications).

9.4. Communications Failure (Taxi Through Takeoff). Refer to EAP-STRAT, Vol 5, for procedures concerning failure of communications.

9.5. TAAN Radio Procedures. The primary purpose of the crew hand-held TAAN radio is to eliminate the requirement for continuous external power during periods of extended cockpit alert. The primary method for alerting the crews is still the klaxon system. The radio will compliment this and other alerting systems while a crew is in transit from one klaxon area to another. It is not intended to allow greater crew freedom of movement on the base, nor will it be used for routine aircrew notifications.

9.5.1. The alert force controller will control, issue, and act as custodian for the TAAN radios. He/She will provide replacement batteries to the crews when required.

9.5.1.1. XP will issue these radios to the alert crews as they generate. Any additional radios and chargers will be issued to the alert force controllers for their control.

9.5.2. Alert crews will:

9.5.2.1. If at least one TAAN radio is available per crew, sign for and turn in radios during alert changeover. Otherwise, radios will be signed out as needed and returned immediately after use.

9.5.2.2. Make listening checks of radio:

9.5.2.2.1. During daily aircraft preflight.

9.5.2.2.2. Immediately after klaxon tests.

9.5.2.2.3. Whenever operation of the radio is questionable.

9.5.2.2.4. Hourly when the radio is being used in conjunction with alerts or exercises.

9.5.2.2.5. Whenever departing the alert facility.

9.5.2.3. Use of the TAAN radios will be as outlined in EAP-STRAT Vol 5.

Chapter 10

MAINTENANCE

10.1. Alert Aircraft Parking.

10.1.1. Alert Aircraft Parking areas are in accordance with paragraph **8.1.**

10.1.2. Aircraft Generation personnel will be granted unlimited access to these areas and the aircraft parked within IAW the rules for a Priority C area.

10.1.2.1. As aircraft are generated to a “cocked” status, they will be considered Priority B assets and the rules for access to priority B areas will apply to those aircraft (see **Chapter 8**).

10.1.3. The Aircraft Generation Squadron will expect aircrews to show to their assigned aircraft in the GAAP. The AGS may request aircrews show before aircraft are actually in position in anticipation of aircraft readiness.

10.1.4. Crews will perform tech order pre-flights and “cock-on” the aircraft within the GAAP area.

10.1.4.1. In order to comply with generation timing, crews may be required to show and “cock-on” an aircraft while outside of the GAAP area. This should be coordinated through MACC, XP, “Coach,” and the CAT.

10.2. Maintenance Alert Aircraft.

10.2.1. All aircraft being placed on alert will be operationally checked and readied, the aircraft records will be completed and checked, all aircraft-21 equipment will be on board, and all additional mobility equipment in place.

10.2.1.1. Once the "on-coming" aircraft pre-alert requirements are complete, the maintenance supervisor will review the aircraft forms for discrepancies that might prevent the aircraft from being cocked on.

10.2.1.2. Flash blindness curtains will be installed. Prior to alert "cock-on," the flight crew and a crew chief will make a certification check.

10.2.2. An aircraft records check will be completed prior to alert aircrew preflight.

10.2.3. Review the pre-alert checklist for completion, proper fuel servicing, and verify completion of -6 preflight inspection. Discrepancies discovered will be corrected prior to notification of the flight crew.

10.3. Fuel Configurations. Alert aircraft will use standard fuel load of 195,000 pounds. After engine runs/alert starts, refuel aircraft back to 195,000 pounds when fuel load drops 2000 pounds. For exercises, this fuel load may be simulated. This simulation must first be approved by the LG/CC and the crisis action team.

10.4. SIOP Configurations.

10.4.1. Each aircraft must be preflighted, operationally ready and configured for SIOP in accordance with the SIOP 8044-FY plan and MCI 11-235, Vol 24 (see **Attachment 12**).

10.4.2. When a change in SIOP configuration is required on an alert aircraft, wing plans will pass the required changes to OMC. OMC will then coordinate with the applicable operations and maintenance organizations needed to affect a smooth transition to the new configuration.

10.5. Daily Preflight of Alert Aircraft.

10.5.1. Procedures. Daily preflight, Monday-Friday, for ground crews will start at 0830. Saturday, Sunday, and holiday preflight time is 1000. All authorized maintenance personnel will be at their assigned aircraft at the designated time.

10.5.1.1. Preflight will be accomplished with and at the direction of the aircraft commander. All discrepancies found will be entered in AFTO Form 781 and brought to the attention of the crew chief. These discrepancies will be passed on to the alert maintenance supervisor for immediate corrective action. The applicable aircraft checklist will be used to perform daily preflight inspections.

10.5.1.2. Flight crews will ensure battery charging has been sufficient to return batteries to an 80 percent operating level (4 AMPS or less charging rate), following each preflight.

10.5.1.3. During daily alert preflight, the crew chief will visually check landing gear shock strut extension and tire inflation. Tires will be checked for cuts and foreign objects after tire rotation.

10.5.1.4. Crew chiefs will monitor crew requirements to perform the daily battery load check. He/she will also ensure that the battery switch is left in the off position and the alert light is out whenever he/she departs the aircraft. Ensure the DC ammeter and volt selector switch is in a position other than battery.

10.5.2. Cold Weather. Ensure chocks are not frozen to the ramp. Place the rope under one end of the chock to aid in removing chock during freezing conditions.

10.6. Ground Power. It is the responsibility of the alert crew chief to complete an operational inspection of all powered AGE prior to using each unit. A daily AGE preflight will be accomplished by the alert crew chief on in-use and spare AGE power units. The following procedures will be followed to complete daily AGE inspection requirements.

10.6.1. Prior to Operations.

10.6.1.1. Check AFTO Forms 244, Industrial/Support Equipment Record, and 245, System/Equipment Status Record (Continuous Sheet), for inspection time and delayed maintenance.

10.6.1.2. Check oil levels and inspect for leaks.

10.6.1.3. Check fuel level to ensure sufficient fuel is available for operation.

10.6.1.4. Ensure adequate fire protection is available in the operation area.

10.7. Fuel Sump (Draining) on Alert Aircraft.

10.7.1. The crew chief is responsible for draining the fuel sumps of his/her assigned alert aircraft.

10.7.2. The following procedures will be followed:

10.7.2.1. All fuel sumps will be drained in accordance with TO 1C-135(K)R-2-2JG-3.

10.7.2.2. Grounding of aircraft and fuel draining equipment will be as follows:

10.7.2.2.1. Aircraft grounding receptacles and separate approved static grounding points.

10.7.2.2.2. The fuel bowser will be grounded to the aircraft and to one of the same approved static grounding points used to ground the aircraft.

10.7.2.3. When the fuel bowsers are full, the owning organization is responsible for the following:

10.7.2.3.1. Remove all water and debris from the fuel.

10.7.2.3.2. Dispose of all foreign matter IAW Washington Administration Code (WAC) 173-303.

10.7.2.3.3. Transport the fuel bowser to the designated fuel bowser drain site.

10.7.2.3.4. Notify the MACC to contact POL. POL will accomplish fuel sampling procedures and subsequent defueling.

10.8. Cold Weather.

10.8.1. Windshield covers and engine inlet plugs will be used on all aircraft between 1 Nov and 30 Apr (or as weather dictates).

10.8.2. Heating of aircraft will be provided during cockpit alert exercises taking place during periods of extreme cold.

10.9. Snow/Ice Removal.

10.9.1. Snow removal.

10.9.1.1. Coordinating Agencies. Snow will be removed from alert aircraft only after coordination with the following agencies.

10.9.1.1.1. SRO on alert

10.9.1.1.2. Individual aircraft commander

10.9.1.1.3. MACC

10.9.1.1.4. CSC

10.9.1.2. Procedures.

10.9.1.2.1. Snow will be removed IAW T.O. 1C-135(K)R-2-2GA-2, Snow Removal Procedures.

10.9.1.2.2. Cockpit windows and radome will be cleaned using a soft bristle brush. The elevators will then be cleaned, followed by the wings and the fuselage area.

10.9.1.2.3. B-4 and B-5 stands will be used.

10.9.1.2.4. The elevators will be cleared by using a B-5 stand or de-icing boom to sweep the surfaces.

10.9.1.2.5. The fuselage will be cleared by using a rope (50 ft) thrown over the fuselage. The rope will be pulled back and forth until loose snow is removed.

10.9.1.2.6. Snow removal equipment is stored onboard the aircraft. Crew chiefs/alert maintenance supervisors will ensure that all equipment used during snow removal is returned to its appropriate storage place upon completion of each snow removal operation.

10.9.1.2.7. If snow accumulation is greater than can be removed in reasonable time by alert crews, tanker maintenance will provide additional personnel to aid in snow removal. **NOTE**: Personnel cleaning wings will wear a safety harness with a rope attached to the wing tip tie downs. If tie downs are not available, two ropes will be attached to the safety harness, one off the leading edge of the wing and one off the trailing edge of the wing to prevent the crew chief from falling. Crewmembers will be available for this operation, but will not be used as the person on the wing during snow removal.

10.9.2. Ice removal.

10.9.2.1. Ice will be removed from alert aircraft only after coordination with the LG/CC and OG/CC.

10.9.2.2. Upon determination that a requirement exists to de-ice alert aircraft, the alert maintenance supervisor will obtain coordination through the following agencies:

10.9.2.2.1. MACC, OG/CC, and LG/CC.

10.9.2.2.2. SRO on alert and the aircraft commanders assigned to the individual aircraft.

10.9.3. De-icing vehicle requirements.

10.9.3.1. Only qualified personnel will operate de-icing vehicles.

10.9.3.1.1. A vehicle spotter will ensure the vehicle operator has properly positioned the de-icing vehicle and activated all safety devices prior to anyone entering the basket.

10.9.3.1.2. The vehicle driver must be familiar with his/her duties as ground controller while the de-icing boom operator is in the basket and he/she must remain in that position until completion of an operation.

10.9.3.1.3. The de-icing boom operator will check controls and move basket in all directions to ensure all controls are operating properly prior to actual operation of the boom. Safety belts will be installed and used by occupants in the basket at all times during the operation.

10.9.3.1.4. The de-icing boom operator will ascertain from the driver, prior to entering the basket, that the boom is of the fail-safe type.

10.9.3.1.5. When it is necessary, and appropriate stands are not available, the basket may be used over the wing, tail, fuselage, or any other portion of the aircraft.

10.9.3.2. De-icing.

10.9.3.2.1. It is the crew chief's responsibility to check ice build-up on his/her aircraft throughout his/her alert tour. He/she will keep the aircraft commander and the alert maintenance supervisor advised of the icing condition.

10.9.3.2.2. During the de-icing process, the horizontal stabilizer will be in the full leading edge up position, and the elevators will be held in the full trailing edge down position. Use special care to prevent damage to honeycomb panels.

10.9.3.2.3. Ice will be removed prior to preflight or preheating.

10.9.3.2.4. De-icing fluid will also be applied from the leading edge of the surface to the trailing edge so the fluid will not be sprayed into control surface balance bays. Do not spray fluid on windows, into engine inlets, tail pipes, or radomes.

10.9.3.2.5. Do not attempt to use fluid to wash snow or frost from aircraft surfaces.

10.9.3.2.6. Thoroughly inspect control surface balance bays for snow and ice accumulation.

10.9.3.2.7. Ensure the horizontal stabilizer is not frozen to the fuselage.

10.9.3.2.8. Clear windows of ice and snow with a soft bristle brush.

10.9.3.2.9. Check the following after de-icing:

10.9.3.2.9.1. All controls to ensure there is unrestricted movement.

10.9.3.2.9.2. The aircraft commander will operate the stabilizer trim from the cockpit using manual trim.

10.9.3.2.9.3. If controls have restricted travel, apply heat to the balance bay area. Heat limitation is 200 degrees F and will be directed from the trailing edge over the front of the surface into the vent gap. Heat will be applied until the accumulation has melted and dried. Controls will be rechecked for free movement. If the elevators are frozen due to ice in the balance chamber, use the B-1 adapter and three small diameter ducts.

10.9.3.2.10. Engine inlets and exhausts.

10.9.3.2.10.1. After periods of snow or freezing rain, engine inlets and exhausts will be inspected for ice accumulation and turbine blades will be checked for freedom of rotation.

10.9.3.2.10.2. If ice accumulation is found and turbine blades fail to rotate, heat will be applied to inlets, and/or exhausts until ice is melted, all is water evaporated, and turbines rotate freely.

10.9.3.2.10.3. Heaters being used for melting ice in engine inlets or exhausts will not be left unattended.

10.10. Alert Response Actions. Upon notification of an alert exercise, all primary maintenance vehicles will monitor Ramp Net when directed to do so by the LG (Delta) or MACC.

10.10.1. All radio transmissions will be kept to a minimum unless reporting status concerning alert aircraft or emergencies. Normal radio transmissions may resume after the MACC transmits the resume normal alert notice.

10.10.2. Designated tanker maintenance vehicles with appropriate specialists will respond to each alert area and standby in case of maintenance problems during the exercise.

10.10.3. In the event of interphone failure, visual signals will be used. The crew chief and aircraft commander will review the signals during the daily preflight briefing.

10.10.4. Engine start malfunctions. Procedures in TO 1C-135(K)R-1 will be used for engine starter malfunctions.

10.11. Minor Maintenance . Minor maintenance or refueling may be accomplished without degrading the alert sortie, providing the aircraft commander and the alert maintenance supervisor concur.

10.11.1. If the conduct of maintenance and/or refueling actions permit restoration to ready for taxi status and SIOP launch timing status can be met, follow procedures for "launch able" configuration outlined in paragraph **4.8.2.**

10.11.2. All minor maintenance and/or refueling will be accomplished as outlined in applicable technical orders.

10.11.3. Aircraft commanders and OMC will be advised when minor maintenance is being performed.

10.11.4. Aircraft commanders will conduct a switch check after completion of maintenance actions.

10.12. Major Maintenance. Major maintenance will require a decision by the LG/CC and OG/CC as to whether the aircraft will be "uncocked" and repaired or replaced.

10.12.1. Major maintenance that does not prevent the aircraft from performing a SIOP mission, but which does degrade aircraft capability may, following coordination with the aircraft commander, be worked on during alert. If the aircraft is unable to make the launch timing, the sortie will be “uncocked” following coordination with the aircraft commander, OMC, LG/CC, and OG/CC.

10.12.2. Procedures to “uncock” a SIOP configured aircraft for planned maintenance are as follows:

10.12.2.1. The alert maintenance supervisor will coordinate the requirements with the MACC who will ensure availability of parts, equipment, and technicians.

10.12.2.2. MACC will determine the necessary requirements and approximate times required to complete maintenance work.

10.12.2.3. MACC will then pass the information on to the LG/CC, OG/CC, and the aircraft commander for coordination.

10.12.2.4. When it is agreed that the discrepancy will be worked on in an “uncocked” configuration, technicians will be dispatched to the aircraft with all-necessary parts and equipment.

10.12.2.5. When technicians and parts/equipment are in place, the aircraft commander will notify OMC. OMC will then transmit the appropriate reports.

10.12.2.6. After coordination, the aircraft commander will declare the aircraft “uncocked” (see paragraph **4.7.2.**) and advise OMC.

10.12.2.7. After the major maintenance has been completed and the aircraft is "recocked," OMC will transmit the appropriate reports.

10.12.2.8. OMC is responsible for notifying CSC of the “cocked/uncocked” status of SIOP aircraft.

10.13. General Maintenance Requirements .

10.13.1. Immediately upon termination of an alert exercise, alert maintenance supervisors will check with each aircraft crew chief and aircraft commander for required maintenance or fuel top-off requirements. All maintenance actions will be passed to the MACC and specialists requested.

10.14. Normal Configuration and Procedures .

10.14.1. Grounding wire will be attached to the receptacle in the forward left fuselage and to the nearest ramp grounding point.

10.14.2. Engine covers will be installed from 1 Nov through 30 Apr unless otherwise directed by the LG/CC.

10.14.3. Ground cord will be plugged into the receptacle located by the external power receptacle.

10.15. Tire Rotation. Aircraft tires will be rotated IAW T.O. 4T-1-3 alert aircraft tire rotation procedures. Tire rotation will be briefed at the morning briefing and will normally be accomplished during preflight. All tire rotations will be accomplished with a fully manned towing team composed of on-duty alert personnel. Towing checklists will be used.

Chapter 11

MISCELLANEOUS

11.1. Base Civil Engineer Responsibilities. The base civil engineer will provide the following services on a priority basis:

11.1.1. Snow removal based on mission requirements and as outlined in the Fairchild AFB snow and ice control plan.

11.1.2. Building maintenance of all alert facilities.

11.1.3. Snow removal from surrounding driveway, alert vehicle parking areas, and crew private vehicle parking areas outside the alert area.

11.2. House Rules.

11.2.1. Responsibility. The primary responsibility for enforcement of these rules is vested in each occupant and user of the alert facility. The alert force manager or the SRO on alert is responsible for the overall supervision and implementation.

11.2.2. Housekeeping.

11.2.2.1. Good housekeeping principles are essential. On a short-term basis crewmembers are responsible for their own housekeeping. Each individual will treat the building and furnishings with care.

11.2.2.1.1. The furniture can only be replaced through fair wear and tear. Persons who willfully or through neglect damage furnishings, will be held financially responsible.

11.2.2.2. If alert crews are billeted for an extended period of time, housekeeping duties will be provided by maid service. Appropriate security measures will apply.

11.2.3. Sleeping quarters. Crews will sleep in their assigned rooms/beds. Any change in room assignment will be coordinated with the alert force controller. It is the crewmembers responsibility to keep personal items and bedding picked up so as not to block walk areas around their beds.

11.3. Alert Facility Power Failure.

11.3.1. In the event of a power failure in the alert facility, the alert force controller will immediately notify the OMC. The alert force controller, upon direction from OMC, will restrict the alert crewmembers and maintenance personnel to the alert facility. All crewmembers at locations other than the alert facility will be recalled.

11.3.2. If communications cannot be maintained with the OMC, alert crews will be notified to proceed to the aircraft and establish communications with the OMC.

11.3.3. The alert force controller will call CE at ext 7-2305, to report the failure. CE will take the necessary action to restore power as soon as possible.

Chapter 12

GENERAL DISPERSAL OPERATIONS

12.1. References. References for dispersal operations are contained in the following publications:

12.1.1. Unit Support Plan to 8044-FY

12.1.2. Unit Repositioning Plan

12.1.3. Unit Dispersal Alert Aircraft Repositioning Plan

12.2. Instructions. This chapter contains general instructions for dispersal operations. In order to understand the entire dispersal operation, one must study the plans listed in paragraph **12.1.** along with the instructions contained in this chapter.

12.3. Ground Defueling. To preclude ground defueling at the Main Operating Base (MOB) and to expedite regeneration to alert status, an aircraft may:

12.3.1. Fly at minimum safe altitudes.

12.3.2. Dump fuel in flight to reduce gross weight.

12.4. Flight From MOB. Crews experiencing inflight aircraft/equipment malfunctions that would prevent the regeneration of aircraft to a SIOP capability at the dispersal base will return to the MOB. Aircraft commanders will use the SIOP "GO-NO-GO" checklist to determine aircraft status.

12.5. Aircrew Personnel.

12.5.1. Aircrew command and control. The Dispersal Force Commander (DFC) will be responsible for the control of all TDY personnel deployed to the dispersal base.

12.5.1.1. Aircraft commanders are responsible for the conduct and performance of their crewmembers.

12.5.1.2. All crewmembers will adhere to policies, procedures, and instructions as provided by the DFC.

12.5.2. Daily duty schedules.

12.5.2.1. A daily briefing will be conducted by the DFC or his/her designated representative.

12.5.2.2. Aircrews will conduct aircraft preflight immediately after the daily briefing.

12.5.3. Restrictions.

12.5.3.1. Aircrew movement will be restricted to those areas where acceptable warning devices are installed and direct access to alert aircraft is possible.

12.5.3.1.1. The DFC will designate acceptable areas applicable to his/her dispersal base.

12.5.4. Billeting. Billeting will be available for both alert crews and non-alert personnel.

12.5.5. Dining. Dining will be provided. Box lunches/MREs will be provided when dining facility attendance is not possible.

12.6. Dispersal Staff.

12.6.1. Specific Staff Duties.

12.6.1.1. The DFC has overall responsibility for the operation.

12.6.1.2. The operations officer assists the DFC in dispersal operations and acts in his/her place during his/her absence.

12.6.1.3. The maintenance officer is responsible for all aircraft AGE, vehicle maintenance, and maintenance personnel.

12.6.1.4. The maintenance superintendent assists the maintenance officer and acts in his/her place during his/her absence.

12.6.1.5. The security supervisor has responsibility for security of deployed resources.

12.6.2. Staff procedures upon arrival at dispersal base.

12.6.2.1. The dispersal force commander or SRO will:

12.6.2.1.1. Immediately establish communications with the MOB.

12.6.2.1.2. Communicate and monitor all aspects of deployment with both airport manager and MOB.

12.6.2.1.3. Ensure all facilities used by dispersal forces are in an acceptable condition.

12.6.2.1.4. Contact host base support activities, i.e., weather, tower, etc., giving expected requirements.

12.6.2.1.5. Meet all subsequent arrivals and brief as required.

12.6.2.1.6. Make arrangements for renting required vehicles.

12.6.2.2. The maintenance officer will:

12.6.2.2.1. Ensure facilities and/or maintenance equipment is in an acceptable condition.

12.6.2.2.2. Contact host base support activities, i.e., airport manager (aircraft parking), POL, etc., giving expected requirements.

12.6.2.2.3. Meet all subsequent aircraft arrivals and perform maintenance debriefing.

12.6.2.3. The security supervisor will contact host base security officials giving expected requirements and set up schedules and security operations.

12.7. Operations. Alerting procedures are listed below. Notification of an actual/practice alert will be IAW procedures established in EAP-STRAT, Vol 5. The DFC will brief Klaxon locations. If the klaxon is inoperative or action required does not include engine start, crews will be alerted by the DFC.

12.7.1. Loss of communication procedures between deployed base OMC and crews will be IAW EAP-STRAT Vol 5 as applicable.

12.7.2. Daily briefings will be held at an appropriate time and place designated by the DFC.

12.7.3. Aircrews will be issued weather flimsies at daily briefings.

12.7.4. Timing factors from MOB to Dispersal Base (DB) will be IAW Unit Support Plan 8044-FY.

12.7.5. DB regeneration will be IAW Unit Support Plan 8044-FY.

12.7.6. Taxi Procedures are listed below.

12.7.6.1. Alert response requiring movement will be IAW EAP-STRAT Vol 5.

12.7.6.2. The DFC will brief crews on taxi routes.

12.7.6.3. Other aircraft movement will be at the direction of the DFC.

12.7.7. The following are major peacetime accident/incident procedures:

12.7.7.1. Crews notified of disaster by klaxon will respond IAW EAP-STRAT Vol 5.

12.7.7.2. Crews responding to other notifications, i.e., telephone, etc., will report to their aircraft, will not start engines, but maintain a listening watch on the DB OMC frequency.

12.7.7.3. Prior to daily briefings, aircrews will compute their respective takeoff data and pass to DB OMC the maximum tailwind component. DB OMC controllers should use this value as a reference when determining the launch runway IAW EAP-STRAT, vol 4.

12.7.8. The DFC will brief parking locations.

12.8. Transportation.

12.8.1. Vehicle assignment.

12.8.1.1. Vehicle assignment will be at the discretion of the DFC.

12.8.1.2. Each crew on alert will be assigned an alert vehicle.

12.8.2. Parking Locations. Vehicle parking locations will be designated by the DFC, dependent upon aircraft parking, terminal activity, construction, etc.

12.9. Plans/Intelligence.

12.9.1. Control of classified documents will be IAW AFI 31-401

12.9.2. Procedures, when crews change sortie responsibilities, will be IAW AFI 31-401, EAP-STRAT

Vol 5, and this regulation.

12.10. Security. Security operations will be IAW 92 ARW OPLAN 31-1, Installation Security Plan.

12.11. Communications. Communications procedures will be in accordance with EAP-STRAT Vol 5.

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Commander, 92 ARW

Attachment 1

LIST OF AUTHORIZED LOCATIONS FOR CREW

A1.1. List of Authorized Locations for Crew Freedom of Movement.

LOCATION	BUILDING	PHONE
ALERT BILLETING	2272	TBD
AUTO SKILLS CENTER	2319	2310
BASE EDUCATION	2365	2348
BASE LIBRARY	716	5556
BASE OPS	1	5439
BASE THEATER	610	2777/5600
BOWLING CENTER	2248	2422
BX COMPLEX	2465	244-2832
BASE CONFERENCE ROOM	2285	5966
BURGER KING	2459	244-2680
CBPO CUSTOMER SERVICE	2245	2276
CHAPEL #1	4200	2266/2264
CLUB FAIRCHILD	2452A	244-3622
COMMISSARY	2464	244-5591
COMMAND POST	2140	405l/4052
CREDIT UNION	2293	2288
DEEL COMMUNITY CENTER	2185	2619
DINING FACILITY (Warrior Inn)	2262	5348
FINANCE	2245	2135
FITNESS CENTER	2249D	2792
FLYING SAFETY	2285	2141
INTELLIGENCE	2125	2186/2187
MAIL ROOM & POST OFFICE	644	5368
MILLER PARK	2325	5556
OPERATIONAL FLIGHT TRAINER	2048	2626
OSS	2060	5764
OUTDOOR POOL	2291	2299
PARK & PICNIC AREA (NEXT TO 24 HR GYM)	2089	N/A

LOCATION	BUILDING	PHONE
SHOPPETTE	2383	244-5095
SKILLS DEVELOPMENT CENTER	2185	2810
SMALL ARMS RANGE (CATM)	2075/2076	5150/5160
SOCIAL ACTIONS	620	2555
SPORTS RANGE	100	5973
SQUADRON OPERATIONS:		
92 ARS	2005	5451/5452
93 ARS	2097	5453/5454
96 ARS	2040	5412
97 ARS	2080	3082
INDOOR SWIMMING POOL	2249	2242
TRAVEL PAY	2245	2156
WEATHER	1	5514
WING PLANS	2125	2186
WOOD SKILLS CENTER	2249C	5189
24 HOUR FITNESS CENTER	2065	8880
92 AGS	2163	4839/5026
92 OPERATIONS GROUP CC	2285	2192
l41 ARW - OPS1	445	7100

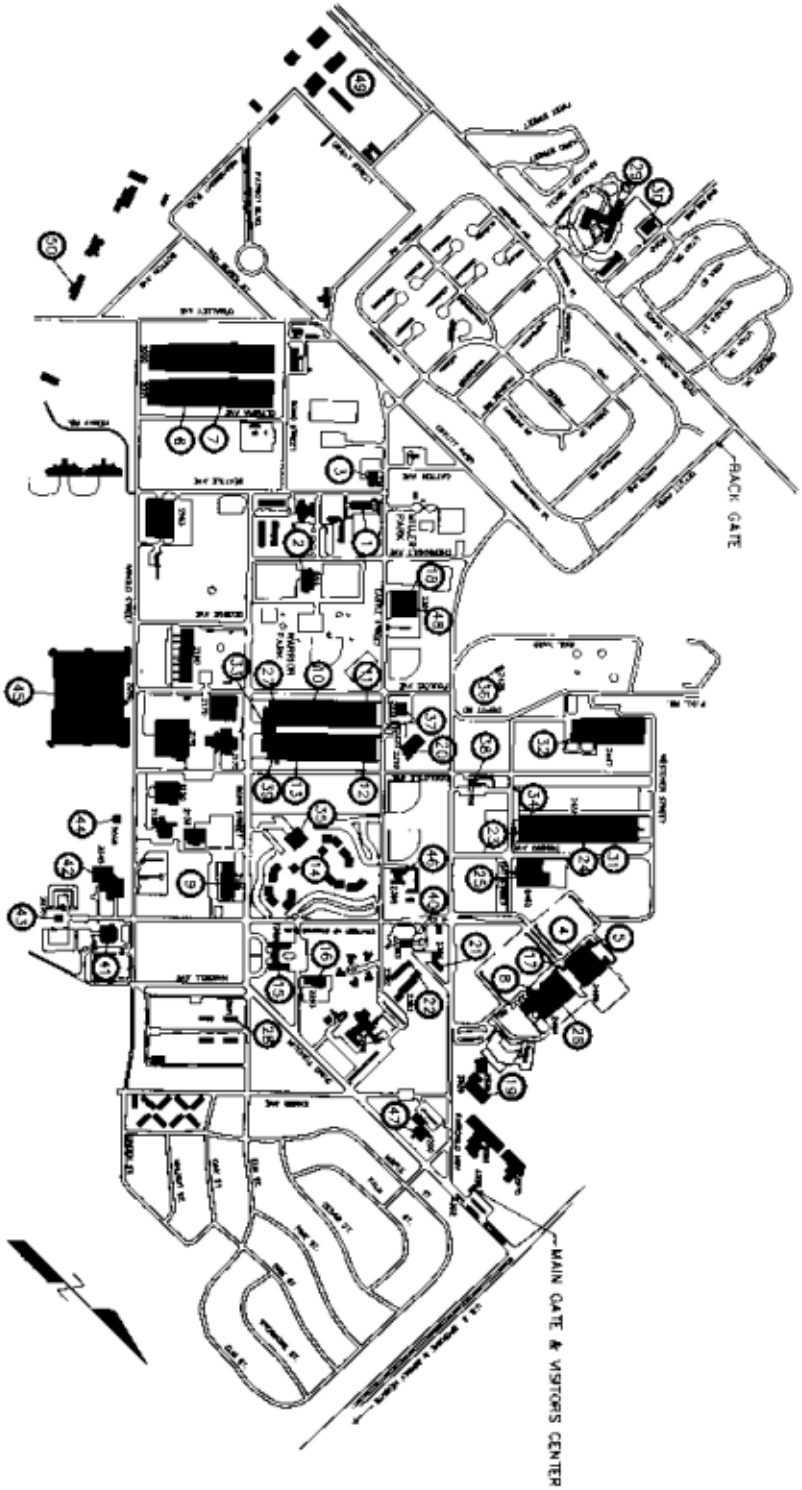
A1.2. If a klaxon, which services several offices in the same building, is inoperative, all offices in that building will be off limits.

A1.3. The underlined locations indicate the agency responsible for klaxon check for several offices in their building.

Attachment 2

FAIRCHILD AFB (BASE DIAGRAM)

Figure A2.1. Fairchild AFB (BASE DIAGRAM)



Attachment 3

ALERT RESPONSE TIMING

This table shows travel time using posted speed limits from each building (listed by number and function) via the specified route to the given location.

BLDG #	FACILITY	30 MPH OR POSTED
Via Mitchell to 7th to Gate 35a		
4200	Chapel #1	1:12
16000	HQ Roller Blade Rink	1:01
Via 6th to Arnold to 7th to gate 35a		
2452	Club Fairchild	2:03
2465	BX Complex	2:00
2464	Commissary/Wee Serve	2:05
2383	Shoppette	1:26
2365	Education Center	1:30
2272	Alert Billeting	1:32
2285	HQ Building	1:08
3511	Museum	1:12
Via 4th to Arnold to 7th to gate 35a		
2249	Indoor Swimming Pool	1:36
2249	Wood Skills Center	1:38
2249	Fitness Center	1:38
2459	Burger King	2:02
Via 3rd to Arnold to 7th to gate 35a		
16101	Ball Field #3	2:11
2248	Bowling Center	1:51
2319	Auto Hobby Shop	1:59

BLDG #	FACILITY	30 MPH OR POSTED
Via Seattle to Arnold to 7th to gate 35a		
2325	Military Gas Station	2:47
716	Library	2:16
610	Theater	2:16
	Miller Park	2:31
Via 2nd to Arnold to 7th to Gate 35a		
644	Post Office	2:04
Via Bong to 6th to Arnold to 7th to gate 35a		
2262	Warrior Inn	1:19
2245	MPF/Finance	1:30
Via Arnold to 7th to gate 35a		
2075	CATM	:50
2040	96 ARS	:45
1	Base Ops - Street Side	2:29
445	WANG Operations	3:56
2048	Operational Flight Trainer	45
2125	Vault XP	:45
2185	Recreation Center	:56
Via taxiway		
2040	Life Support	:45
2005	Tanker Maintenance	2:26

NOTE: All routes were driven during weekday traffic between 1400 and 1635. Timing started with the driver in the alert truck with the engine off, correctly parked in an Alert parking slot at the appropriate facility. Truck lights were used as if in an actual response. Road conditions were wet with light rain. Stops were not made at stop signs unless other vehicles did not give the right of way. Time from Gate 35A to

Stub 5 is 1:28, time from Gate 35A to Stub 23 is 1:20, time from Gate 47 to Stub 5 is 2:20, time from Gate 47 to Stub 15 is 2:11, time from taxiway Delta to Stub 5 is 1:20, time from taxiway Delta to Stub 15 is 1:07

Attachment 4

KLAXON CHECKING AND REPORTING SYSTEM

A4.1. The klaxon will be tested once a quarter at 1100 on the first Friday of the first month of each quarter. When crews are on alert, the klaxon will be checked weekly on Friday at 1100 hrs.

A4.2. To insure a positive check of the klaxon system, each agency listed in this attachment will make a status call to the OMC controller within 30 minutes of the klaxon check. If OMC is not contacted within the specified time, OMC will make a status call to the agencies that did not respond.

A4.3. Agencies whose klaxon is inoperative will be reported to the OG/CC for further action.

Table A4.1.

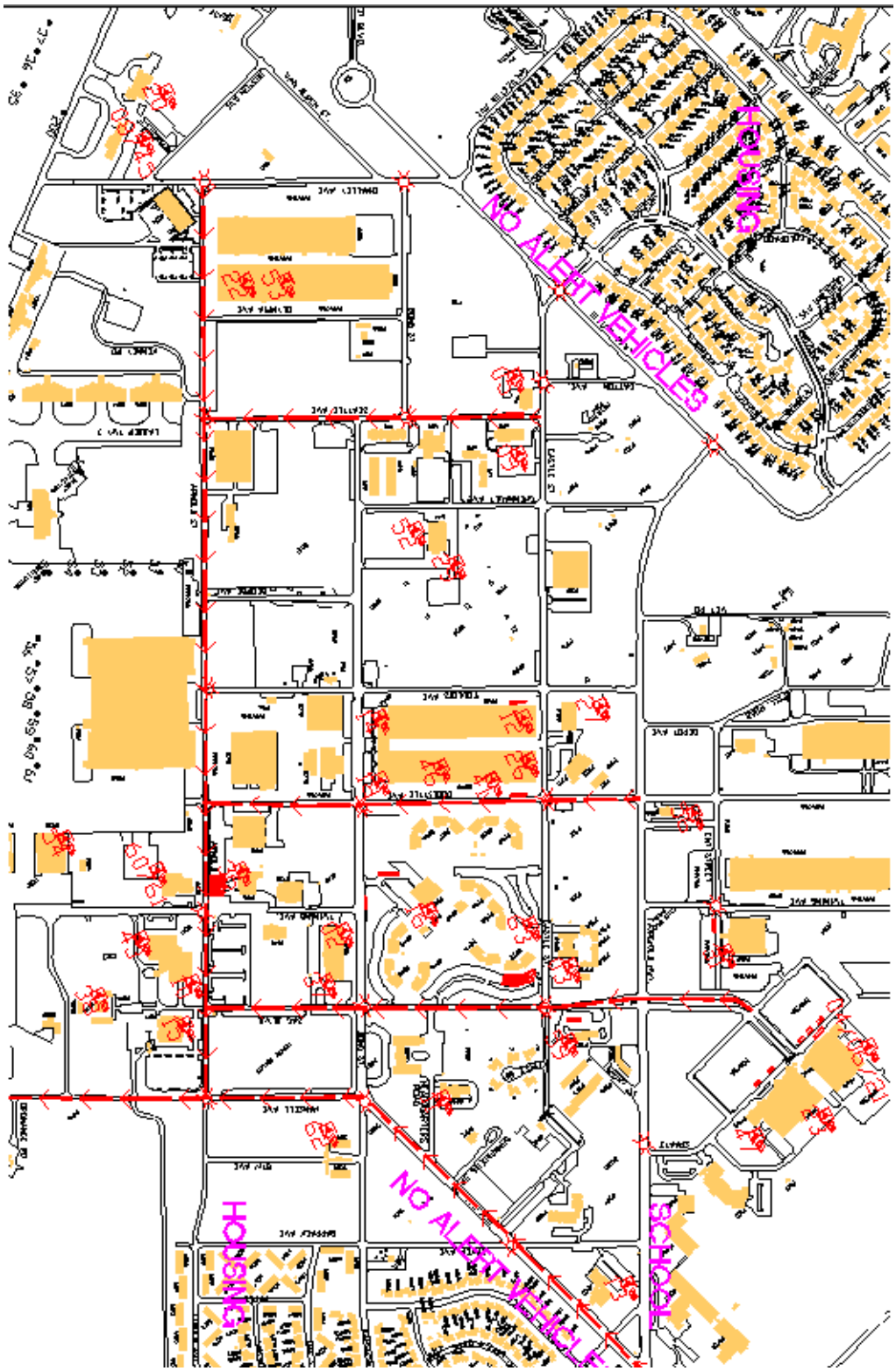
KLAXON NUMBER	LOCATION	BLDG#	PHONE #
1	OSS	2060	2985
2	Skills Development Center	2185	2810
3	Base Education	2365	2348
4/21	Base Exchange	2465/2165	244-2832/4-3238
5	Base Library	716	5556
6	BX Dry Cleaners	2465	2022
8/45	Base Operations	1	5435/5514
9	Base Theater	610	2777/5600
10	96 ARS	2040	5412
11	Credit Union	2293	2288
12	Bowling Center	2248	2422
13	Chapel #1	4200	2264/2266
14	MPF	2245	2276
15	CSC	2071	5548
16	Warrior Dining Facility	2262	5348
17	OG/CC	2285	2192/5444
18	Finance	2245	2135
20	Fire Station #2	3	5215
22	92CS Cont. Comm	2001A	5303
23	Commissary	2464	244-5591
26	Fitness Center	2249D	2792
27	Auto Skills Center	2319	2310
29	Mail Room	644	2201

KLAXON NUMBER	LOCATION	BLDG#	PHONE #
31	Club Fairchild	2452A	244-3622
36	Operations Plans	2125	2186
37	Deel Comm Center	2185	2619
38	Small Arms (CATM)	2075/2076	5150/5160
	Social Actions	3509	2555
41	Swimming Pool	2249F	2242
44	Tower	1204	5276
46	Wood Skills Center	2249C	5189
47	Wee Serve	2464	244-5591
49	WANG Operations	445	7100
53	Services SQ Thrift Shop	2001	5484
54	POL	2030	2411
56	Burger King	2459	244-2680
59	Shoppette	2383	244-5095
60 & 61	Operational Flight Trainer	2048	2626
62	Museum	3511	2100
63	Alert Billeting	2272	5698
64	24 hr Fitness Center	2065	8880
65	97 ARS	2080	3082
TBD	92 ARS	2005	5451
TBD	93 ARS	2097	5453/5454

Attachment 5

LOCATION OF ALERT ROUTES

Figure A5.1. LOCATION OF ALERT ROUTES



Attachment 6

TANKER ALERT START PROCEDURES

A6.1. Tanker Alert Start Procedures.

A6.1.1. Start Auxiliary Power Units (APU's).

A6.1.2. Check Circuit Breakers (CBs) on Switched Bus Circuit Breaker Panel (SBCBP).

A6.1.3. Battery switch- Emergency.

A6.1.4. Start engines per KC-l35R-l flight manual procedures.

A6.1.5. Engine starter malfunctions: (Follow appropriate published guidance)

A6.1.5.1. Complete engine start and before taxi checklist (pull chocks, board crew chief, close hatch, complete "Starting engines and before taxi checklist").

A6.1.5.2. Record this time as a "ready-to-taxi" time.

A6.1.5.3. Notify OMC of problem.

A6.1.5.4. If engine fails to start using bleed air:

A6.1.5.4.1. Note time when you determine external air, maintenance is required. Flash landing lights.

A6.1.5.4.2. Time required to start remaining engines is added to "ready-to-taxi" time noted in item **A6.1.5.1.** above, to determine sortie effectiveness.

A6.1.6. Starting malfunction:

A6.1.6.1. Perform following:

A6.1.6.1.1. Throttle-cutoff.

A6.1.6.1.2. Starter switch-off.

A6.1.6.1.3. Boost pump switches-off.

A6.1.6.1.4. Flash landing lights.

A6.1.6.1.5. Check circuit breakers (pull and reset).

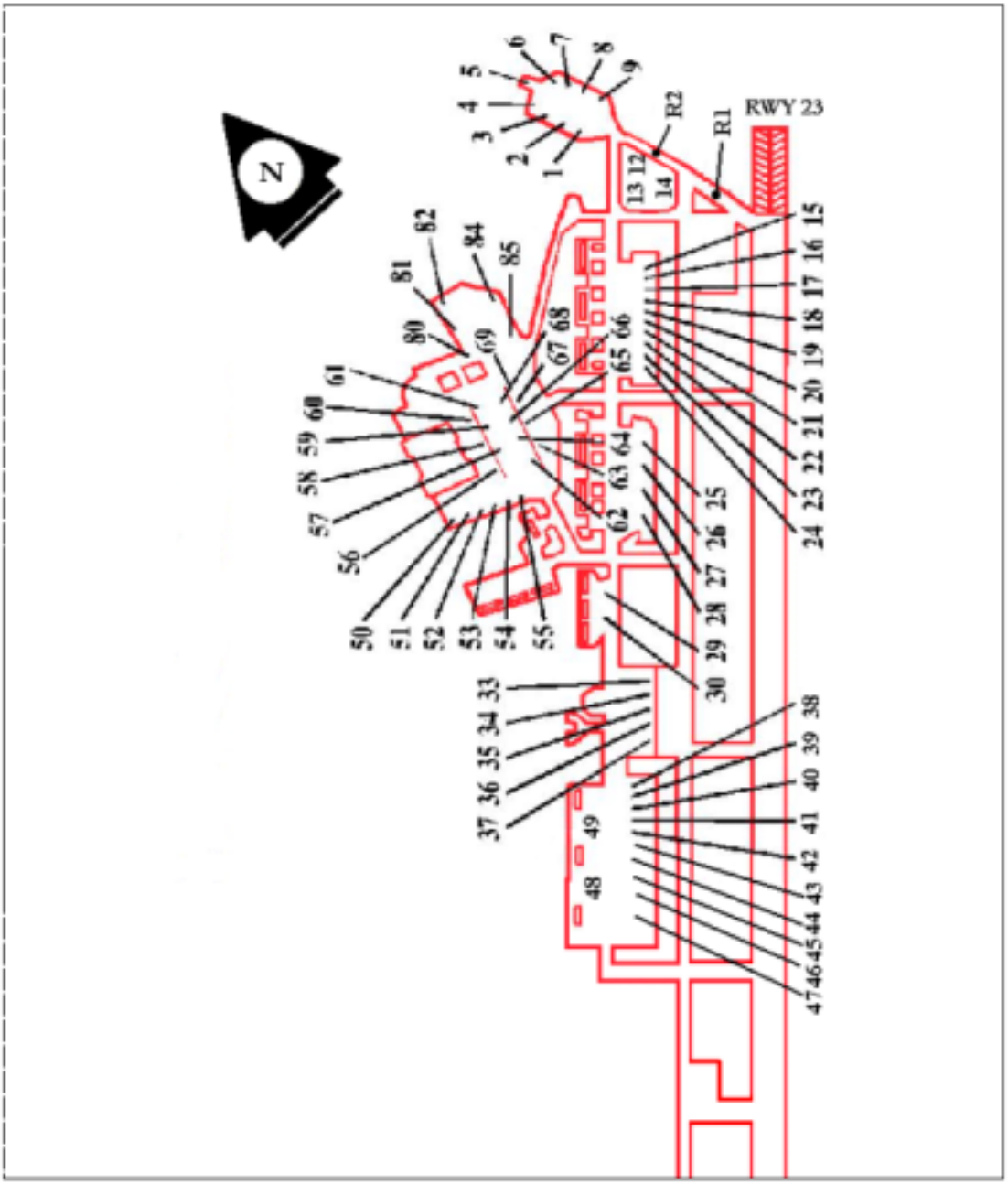
A6.1.6.2. Hot start with high fuel flow (cold air temperature). Possible cause is frozen fuel control.

A6.1.6.3. Once engines start, complete checklists and establish "ready-to-taxi" time.

Attachment 7

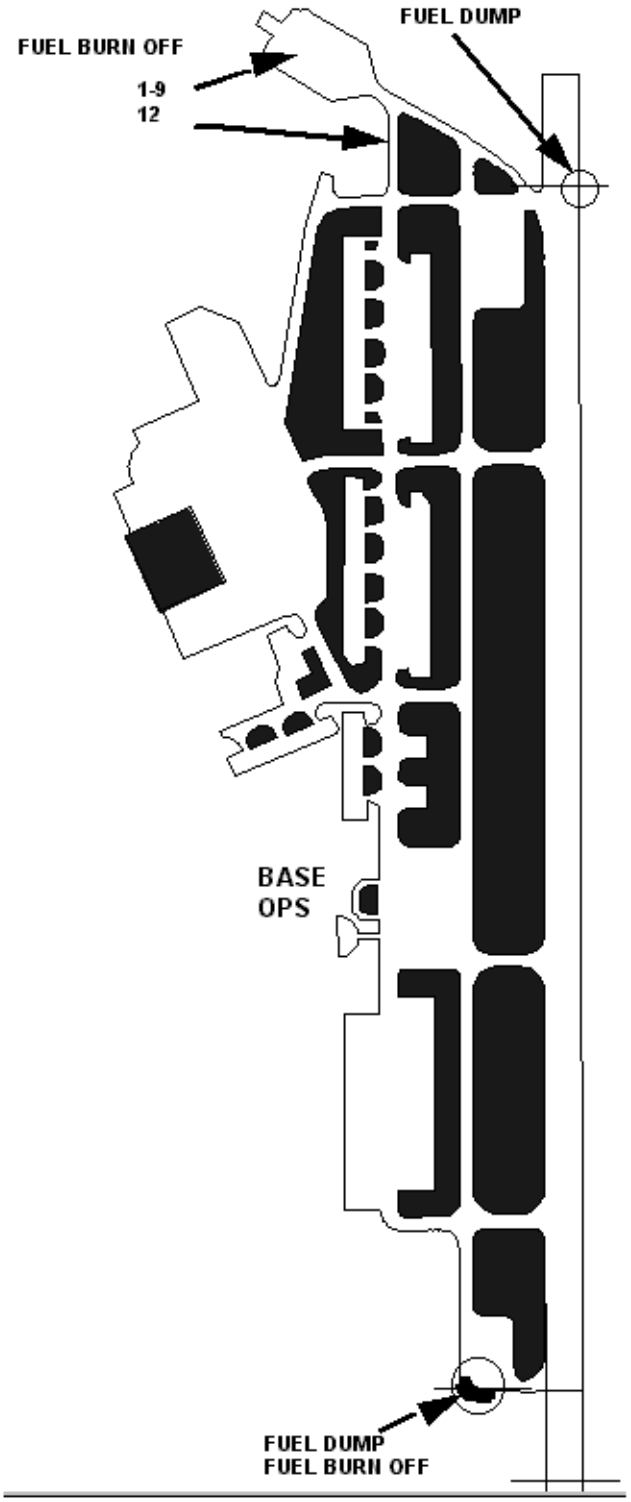
MASTER PARKING PLAN

Figure A7.1. MASTER PARKING PLAN



Attachment 8

FIGURE A8.1. KC-135 FUEL DUMP AREA



FUEL DUMPING PROCEDURES

1. Accomplish during SIOP operations or extreme peacetime emergencies only.

2. Ensure two-way communications with tower and OMC.

3. Ensure fire dept. crash trucks are in position before dumping begins.

4. Use outer perimeter of taxiway. Dump fuel on grass beyond outer edge of taxiway.

5. Ensure SOF checks boom, flaps, and hatches for takeoff configuration when fuel dumping is completed.

FUEL BURN OFF PROCEDURES

1. Alert area - ensure area behind aircraft is clear.

2. Spot 12 - Nose into taxiway H and spot 10. Ensure engine blast is away from taxiways and runway.

3. Taxiway A Hammerhead - Position aircraft on Hammerhead adjacent to taxiway A. Ensure engine blast is away from taxiways and runway.

Attachment 9

KC-135 CREW CHIEF ALERT BRIEFING

A9.1. KC-135 Crew Chief Alert Briefing.

A9.1.1. General Briefing Items:

A9.1.1.1. Duress words and DRC procedures.

A9.1.1.2. GAAP area entry and movement procedures. Personnel wishing entry into GAAP area must be pre-announced.

A9.1.2. Parking:

A9.1.2.1. Alert vehicles will be parked off the left wing tip where possible with the doors closed, brakes set, chocks installed and keys left in the vehicle.

A9.1.2.2. AGE will be positioned so as not to interfere with aircraft taxi capability.

A9.1.3. Scramble and Starting procedures:

A9.1.3.1. Pull engine covers, ram air inlet cover, and disconnect ground wire. Crew will remove pitot covers. **NOTE**: Engine covers will be removed expeditiously and placed in the alert vehicle doors closed. Also, ground wire will be disconnected and discarded away from aircraft (leave attached to grounding point).

A9.1.3.2. Get on head set.

A9.1.3.3. Monitor start- (fan rotation) (crew will notify crew chief when abnormal EGT, compartment hot, or engine malfunctions exist).

A9.1.3.4. Pull chocks (as per T.O. 1C-135(K) R-1, 2-92).

A9.1.3.5. Ensure area around aircraft is clear for taxi.

A9.1.3.6. Announce: "Airplane in taxi configuration, coming aboard." DO NOT WAIT FOR CREW TO CLEAR YOU ABORD.

A9.1.3.7. Disconnect interphone cord and come aboard.

A9.1.4. Signals:

A9.1.4.1. Aircrew will flash taxi lights for maintenance assistance.

A9.1.4.2. Visual signals IAW AFI 11-218 or T.O. 1C-135(K)R-2-2GA-1:

A9.1.4.2.1. Require Aircraft Ground Power Unit - hands above head, left fist partially clenched, right hand moved in direction of left hand with two fingers extended and put in left fist.

A9.1.4.2.2. Require -95 - Hands above head, left hand cupped, right fist full clenched, right fist moved in direction of left hand and inserted into cup made by left hand.

A9.1.4.2.3. Engine Start - Circular motion of right hand at head level with left arm pointing to engine.

A9.1.4.2.4. Engine Cutoff - Either arm and hand level with shoulder, hand moving across throat.

A9.1.5. Inoperative battery.

A9.1.5.1. Consider switching APU and aircraft batteries.

A9.1.5.2. Visually signal for maintenance and apply external power if available.

A9.1.6. Engine fire or failure to start. Crewchief will notify pilots of fire and give description (e.g., intake, tail pipe, ground, etc.).

A9.1.7. Alert timing. Taxi time established for Normal start and engine starter malfunction. Accomplish tasks quickly to establish a ready to taxi time in minimum time. Timing is critical- strive to be ready to taxi within 8 minutes. Hustle, but do it **safely**.

A9.1.8. When leaving aircraft. Last man out of the aircraft will insure battery switch is off, DC ampmeter and volt selector switch is in other than ’BATTERY" position, and the alert light is off.

A9.1.9. Additional briefing items.

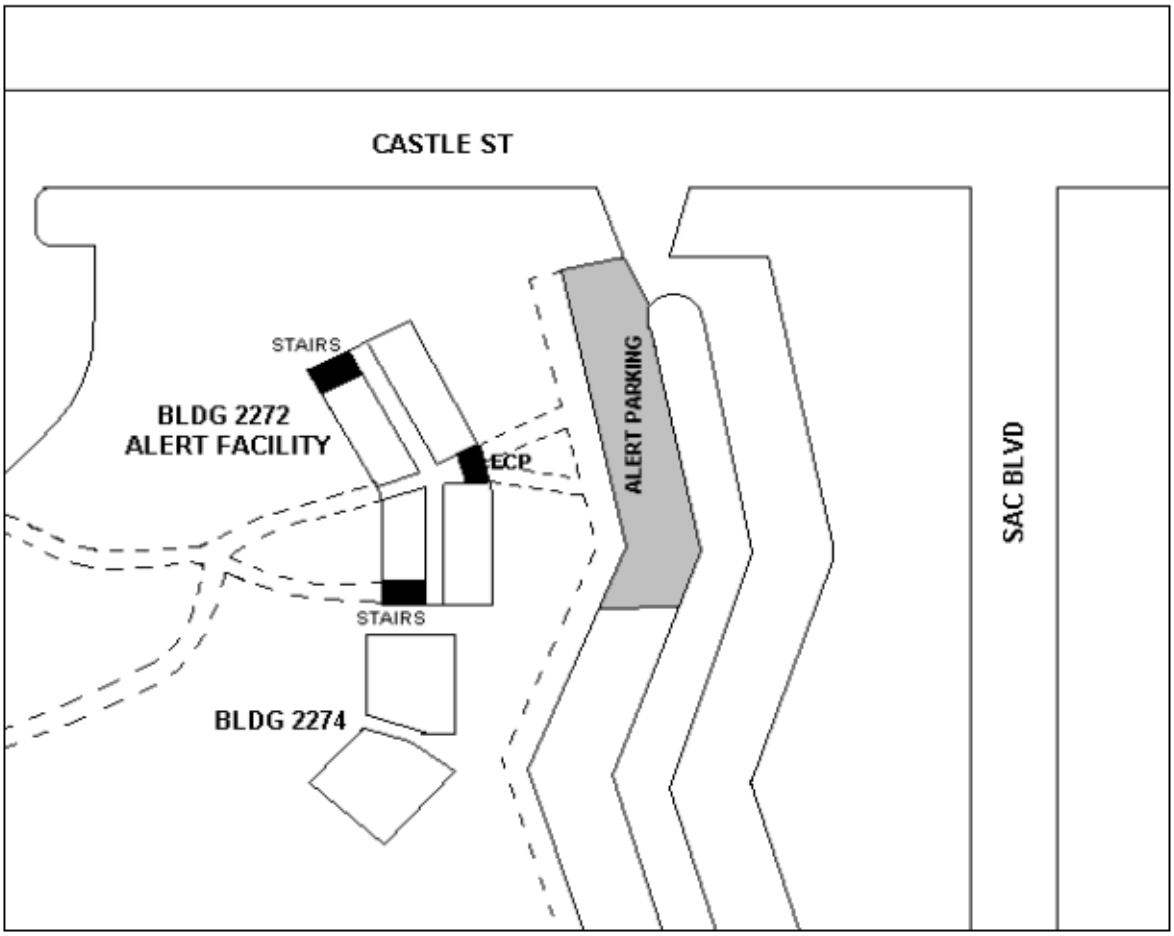
A9.1.9.1. Crew chief is part of crew and will be located with and travel with crew when duties permit.

A9.1.9.2. Crewchief will advise aircraft commander of crewchief changeovers. During changeover current chief must brief on-coming chief of brief items.

Attachment 10

ALERT FACILITY DIAGRAM (BLDG 2272)

Figure A10.1. ALERT FACILITY DIAGRAM (BLDG 2272)

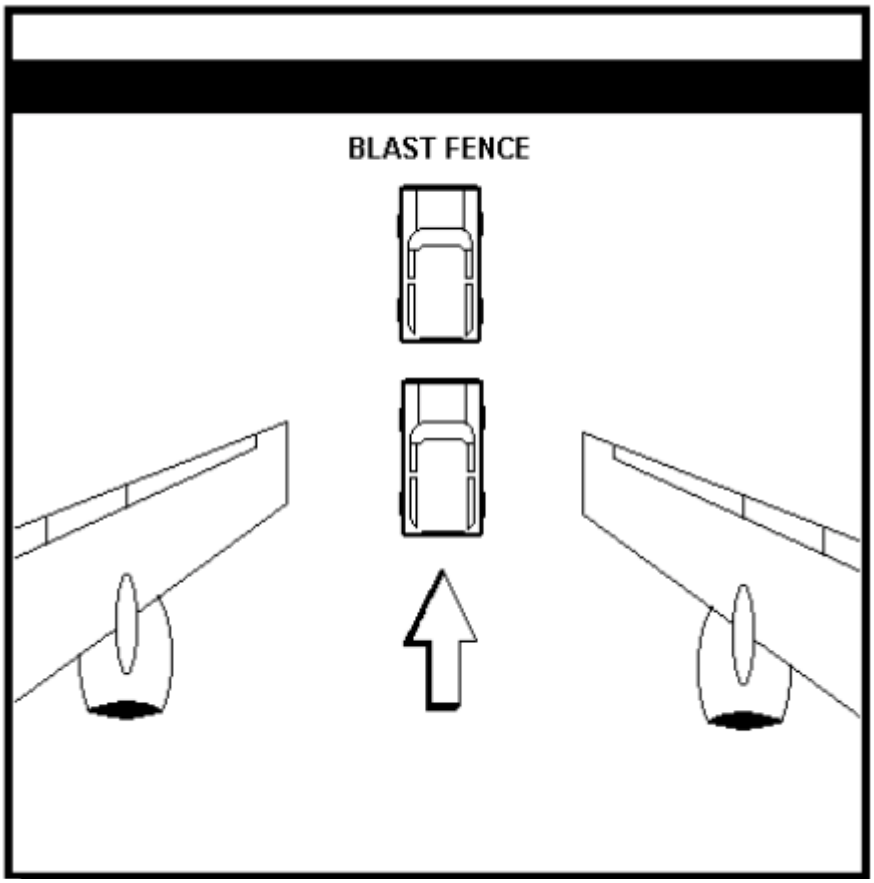


Attachment 11

TANKER ALERT VEHICLE PARKING (GAAP)

NOTE: Alert vehicles will be parked facing the blast fence (slightly aft of the wing's leading edge as shown), engine off, keys in ignition, parking brake set, Alert response lights off and doors closed. No more than 2 vehicles will be parked on each wingtip.

Figure A11.1.

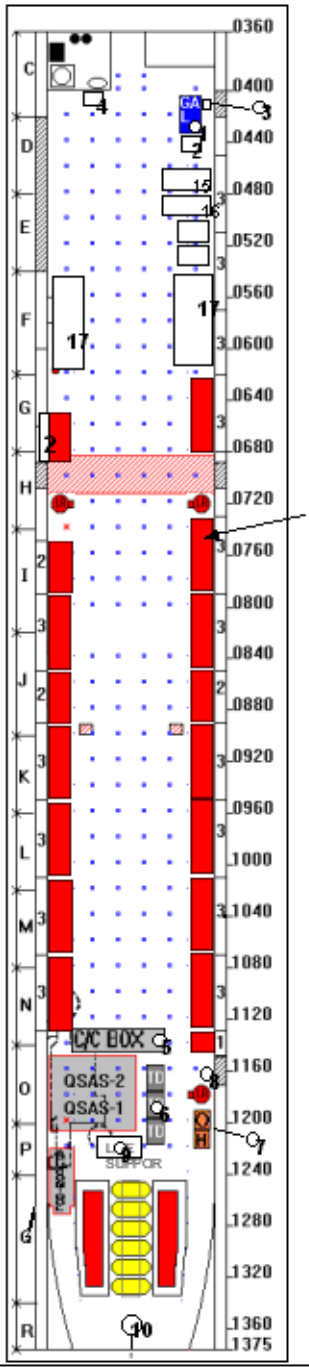


Attachment 12

TANKER SIOP CONFIGURATION

Figure A12.1. TANKER SIOP CONFIGURATION

FAIRCHILD AFB (CONFIGURATION: D)
KC-135R/T: SIOP CONFIGURATION [A]



Form 4 will be attached to this configuration.

ITEMS

1. Galley
2. Trash can [B]
3. Nose chocks [C]
4. HAZMAT kit [D]
5. Crew chief box [E, F]
6. Tie-down boxes [G]
7. Engine oil / Hydraulic fluid [H]
8. Escape slide [I]
9. Life support equipment [E, J]
10. Step ladder [N]
11. Engine covers [O]
12. Parachutes [M]
13. Life rafts [L]
14. POK's [K]
15. Water
16. Rations
17. Baggage area
18. Live Aboard Kit (LAK)
19. Survival Kits

NOTES:

A. All items on this configuration will be annotated Multi-Command Form 4. Changes must be coordinated through OGV and unit weight and balance officer or NCO.

B. Optional trash can position, forward or aft of galley. Installation of the trash can is not required (use plastic bags) but may be used if desired.

C. Optional nose chocks positioning, right outboard of galley or attached to trash can.

D. A protective clothing kit will be tied down forward of the cargo door underneath the cargo compartment temperature control panel.

E. Nothing will be tied down around the QSAS that will block access to the fire fighting doors on the front and rear sides of the QSAS.

F. The crew chief box will be tied down along the front side of the QSAS.

G. Tie-down boxes will be moved to the right side and aft side of the QSAS. The baseline configuration will include 20 extra 5,000-lb. straps and 6 extra chains.

H. Oil and hydraulic fluid cases will be tied down aft of the twenty-man life raft, which is aft of the aft hatch (they may be stacked).

I. Ensure escape slide is installed when carrying infants, handicapped individuals, or 10 or more passengers.

J. Life support equipment will be tied down along the aft side of the QSAS. Included is a footlocker box with 6 survival vests, a modified A-3 bag with 5 LPU 6-P's (infant cots), a modified A-3 bag with 6 LPU 10-P's, and 3 A-3 bags with 60 adult child LPU's. Tie bags down to comply with item **E**, use area forward of QSAS if needed.

K. POK's will be positioned at each troop seat.

L. Three twenty-man life rafts will be installed (one at each hatch).

M. Parachutes will be fitted and then located in each crewmember seat. The remaining chutes will be located in Q compartment and stowed on T-bars. The survival kits will be secured where shown on the drawing. Pre-position 1 chute in I compartment for crew chief use.

N. Step ladder positioning is at unit option.

O. Engine covers positioning is at unit option.

Attachment 13

92ARW RESTRICTED AREA BADGE (RAB) AND ENTRY AUTHORIZATION LIST (EAL) EXAMPLE

MEMORANDUM FOR 92 SFS/SFO

FROM: 92 ARW/CP

SUBJECT: TDY IG Personnel

1. Personnel listed on this EAL are authorized unescorted entry into the areas specified. I certify that the requirement for entry into restricted areas has been validated IAW AFR 207-1, par 12-15d(1) added. The following codes are used to indicate the restricted areas specified on this listing.

T = Tanker Generation, Alert and Billet areas

Grade	Last name, First, MI	Home Base/ Restricted Area Badge no.	Security Clearance/level	Unescorted Entry Into
Capt	Doe, John P.	WAFB/222222	TS/SIOP-ENTAC	B, T

2. Suspensions/Deletions to this listing may be made by the on-duty ECP controller to CSC who will verify by call back.

3. Suspensions will be annotated by a penciled line through the suspended individual's information. Reinstatement may be made by verified call to CSC from the on-duty ECP controller. CSC will verify the reinstatement by call back.

4. Deletions will be annotated by an inked line through the deleted individual's information. A new entry list will be accomplished as soon as possible.

5. All suspensions and deletions need the initials of the individual who made the corrections. The individual will initial before and after the name they line through.

6. Addition of personnel requires a new entry listing be produced.

7. Contact SMSgt Dearduff at ext 7-5548 for assistance or questions concerning this EAL.

SIGNATURE ELEMENT

92 ARW/CP/CC

NOTE: This format is to be used as an example of a proper EAL letter for key individuals requiring access to alert areas. For questions on the use of EAL's, contact Security Forces Operations Desk.